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**Draft Environmental
Impact Report on the
Draft 1999 Metropolitan
Transportation Plan**

May 1999

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Sacramento, CA 95816

SACRAMENTO AREA COUNCIL OF GOVERNMENTS

Our Mission:

***Delivering transportation projects, providing public information
and serving as a dynamic forum for regional planning and
collaboration in the greater Sacramento Metropolitan Area.***

The Sacramento Area Council of Governments (SACOG) is an association of local governments formed by four counties and fifteen cities. SACOG serves the entire Counties of Sacramento, Sutter, Yolo and Yuba and the Cities of Lincoln, Rocklin and Roseville in Placer County.

SACOG is governed by a Board of Directors composed of County Supervisors or City Councilpersons, appointed by the member jurisdictions. The Board is advised by several policy and technical committees. A full time staff is employed to implement Council policies and work programs as well as coordinate the efforts of consultants who are retained to augment the staff's efforts.

SACOG serves as an advisory agency to local government on matters of interjurisdictional concern, and has developed a comprehensive planning program in transportation and has been designated to fulfill mandates in airport land use planning, housing, air quality and water quality.

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Note: The preparation of this plan has been financed in part through grants made by the U.S. Department of Transportation, the Federal Transit Administration, and the Federal Highway Administration through an Overall Work Program. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

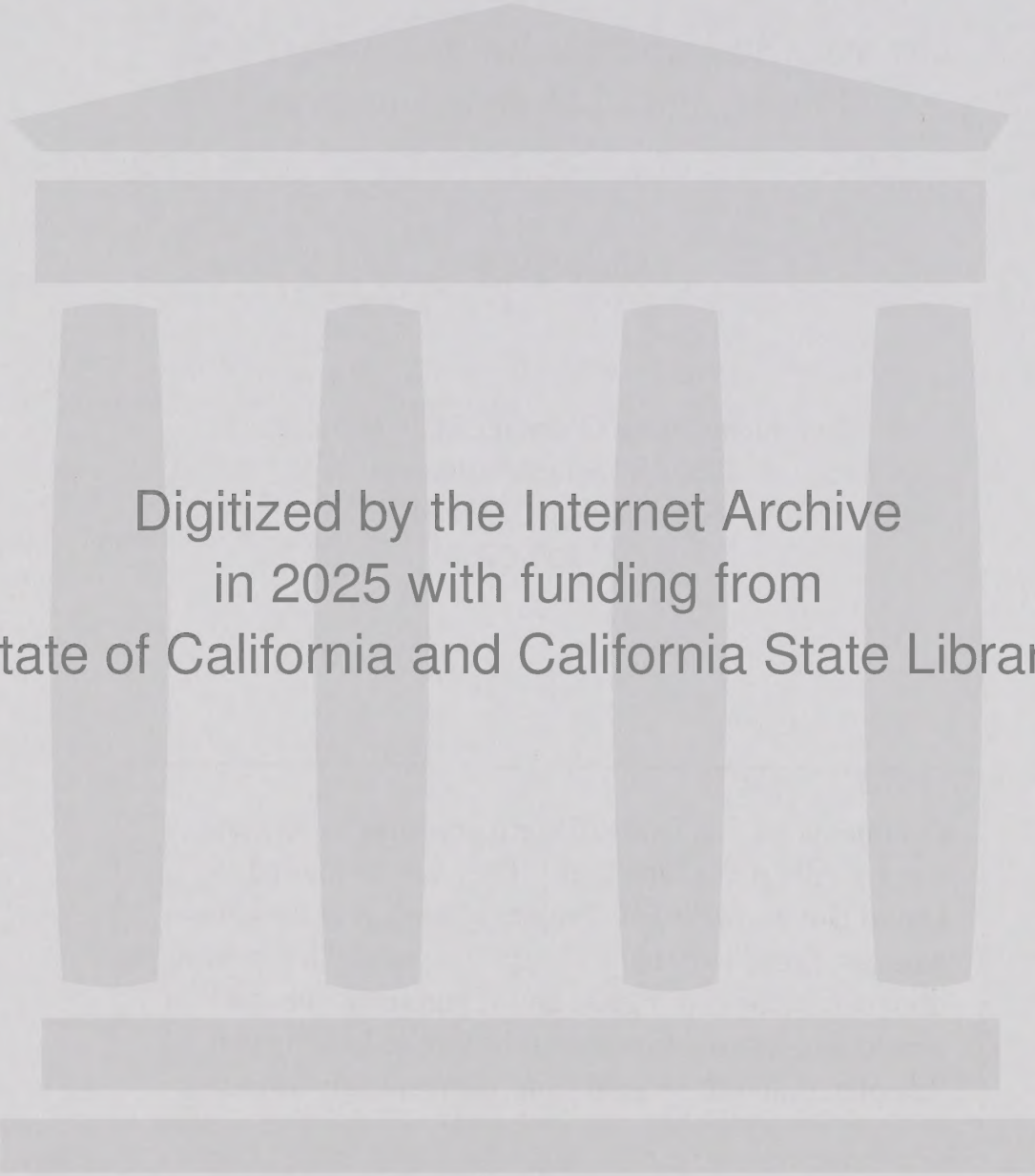
Draft Environmental Impact Report on the 1999 Metropolitan Transportation Plan

covering Sacramento, Yolo, Sutter, Yuba,
Placer, and El Dorado Counties

May 1999

Sacramento Area Council of Governments
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Comments on this Draft EIR are encouraged and are due by 5:00 p.m., June 28th. They can be mailed to David Boyer, MTP EIR Project Manager, at the above address, faxed to (916) 457-3299, or send via e-mail to dboyer@sacog.org. Please call if you have questions or would like information about the public hearings on this plan that will be held June 17th and July 15th.



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1999 METROPOLITAN TRANSPORTATION PLAN DRAFT ENVIRONMENTAL IMPACT REPORT

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CHAPTER ONE - INTRODUCTION

PURPOSE OF THE EIR

The subject of this Environmental Impact Report (EIR) is the proposed 1999 Metropolitan Transportation Plan (MTP) of the Sacramento Area Council of Governments (SACOG). SACOG originated the proposed programs and actions for the MTP and, as such, is the lead agency for the purpose of developing and distributing environmental documentation. As the MTP consists of a group of discretionary actions on the part of SACOG, the MTP is subject to the California Environmental Quality Act of 1970 (CEQA) and the State CEQA Guidelines.

The purpose of this EIR is to provide local decision-makers and the public with an objective analysis of the potential environmental consequences of implementation of a set of improvements to the metropolitan transportation system. The information presented in this document is intended to provide a full disclosure of the potential impacts and to increase public awareness and participation in the regional transportation planning process.

LEGAL REQUIREMENTS

Because the 1999 MTP is considered a project of statewide, regional, or areawide significance (CEQA Guidelines, Section 15206), the draft EIR has been released for a 45-day public review period. A public hearing is anticipated be scheduled for the June 17, 1999 SACOG Board meeting to hear testimony on the draft EIR. Notices will be distributed to all interested agencies and persons in advance of the meeting and for the July 15, 1999 SACOG Board meeting. Release of the Final EIR is anticipated on July 7, 1999.

TYPE OF ENVIRONMENTAL DOCUMENT

The State CEQA Guidelines indicate that an EIR impact analysis should correspond to the degree of specificity involved in the underlying activity being analyzed (CEQA Guidelines, Section 15146). Due to the programmatic nature and regional scale of the MTP, impacts associated with the proposed plan options are primarily addressed on a regional level. The MTP EIR is thus a *Program EIR* as defined in the CEQA Guidelines. The CEQA Guidelines define a program EIR as:

[An EIR addressing a] series of actions that can be characterized as one large project and are related either:

- (1) Geographically,*
- (2) A[s]logical parts in the chain of contemplated actions*
- (3) in connection with the issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or*
- (4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.*

[California Government Code Section 151681]

Program EIRs can be used as the basic, general environmental assessment for an overall program, which will be implemented through a series or group of later actions. Each of those individual later actions or projects would be required to comply with CEQA. Local and project-specific impacts are more appropriately addressed at the time that specific projects and programs undergo environmental review by implementing transportation agencies, authorities, and local governments.

A program EIR has several advantages. It provides a basic reference document to avoid unnecessary repetition of facts or analysis. The program EIR approach allows the lead agency to look at the broad, regional effects of a program of actions before its adoption and eliminates redundant or contradictory approaches to the consideration of regional and cumulative effects.

It is anticipated that this environmental impact report will assist SACOG's member jurisdictions and Caltrans in future project-specific environmental reviews. The focus of this EIR is to highlight potential impacts which will need to be further evaluated once precise scopes, designs, and locations of transportation facilities are more clearly defined. This document also recommends mitigation measures which should be incorporated into the environmental documentation for specific projects and which would be the responsibility of outside agencies to implement.

Relationship to Other EIRs

The MTP EIR relies heavily on the description, analysis and conclusions contained in earlier EIRs and provides updated information for many areas. This EIR will replace the Draft Environmental Impact Report on the 1996 Metropolitan Transportation Plan (April 1996).

As a program EIR, the preparation of this document does not relieve the sponsors of the projects listed in the MTP program from the responsibility of complying with the requirements of CEQA. As previously mentioned, individual projects are required to prepare a more precise, project level analysis to fulfill CEQA requirements. The lead agency responsible for reviewing these projects shall determine the level of CEQA review needed. The level of analysis needed and the scope of that analysis will depend on the specifics of the particular project. These projects may, however, use the discussion of regional impacts in this EIR as a basis of their assessment of these regional or cumulative impacts.

Agencies Expected to Use the EIR

SACOG will use the EIR as part of its review and approval of the MTP. The lead agencies for projects analyzed in this EIR may use the EIR as the basis of their regional cumulative analysis of the impacts of those specific projects, however, they will be required to prepare project level CEQA documents to evaluate program level impacts.

Approvals for Which the EIR Will be Used

This EIR is being prepared for use by SACOG in its review and approval of the MTP. The MTP EIR is intended to be solely used for the approval of the MTP and should not be used for the approval of individual projects included in the MTP program. However, information in this document can be referenced as applicable.

THE ENVIRONMENTAL REVIEW PROCESS TO DATE

Pursuant to CEQA Guidelines, SACOG circulated a Notice of Preparation (NOP) in March 1999. The NOP was routed through the State Clearinghouse to notify environmental review agencies that an EIR for the 1999 MTP was underway. A copy of the NOP and copies of the response letters received are included as Appendix A to this document.

ORGANIZATION OF THE EIR

Chapter One is comprised of this Introduction section.

Chapter Two consists of an Executive Summary.

Chapter Three is a description of the project, and includes information on project location, purpose and goals of the MTP, and a description of the project alternatives analyzed.

Chapter Four describes the potential environmental impacts associated with implementation of the Proposed option.

Chapter Five summarizes potential environmental impacts and their disposition.

Chapter Six compares the plan options and provides a brief alternatives analysis in each of the environmental categories.

WHO TO CONTACT AT SACOG

Comments on this draft EIR are due to SACOG no later than June 28, 1999 and can be forwarded by any of the following methods:

by mail:

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Figure 1

Environmental Review Process for the 1999 MTP

- Notice of Preparation distributed March 1999
- Draft EIR prepared March-May 1999
- Draft EIR distributed for 45-day public review May 13, 1999
- Public review period for Draft EIR ends June 28, 1999
- Final EIR prepared and distributed by July 1, 1999
- SACOG Board of Directors requested to certify EIR July 15, 1999

New or improved U.S. 50 freeway interchanges at Scott/Bidwell (2001), Folsom Blvd. (2001), Sunrise Blvd. (2003), El Dorado Hills Blvd. (2005), Watt/Folsom Blvd. (2006), Oak Avenue (2008), Russell Ranch Road (2008), and Silva Valley Road (2008)

Urban interchanges a Watt Avenue/Folsom Blvd. (2003)

Increase river-crossing capacity with new bridge in Folsom (1999) and widenings of Watt Avenue bridge (2001) and Hazel Avenue bridge (2003)

Placerville traffic improvements at U.S. 50 intersections (2004)

U.S. 50 truck climbing lane added, Silva Valley Rd. to Bass Lake Road in El Dorado County (2001)

Interstate 80 East Corridor, including Capital City Freeway (Sacramento and Placer Counties)

Carpool lanes on I-80, Longview Drive to Placer County line (2003)

Caltrans Traffic Operations System to manage traffic flow (2005)

New and Improved Freeway interchanges at I-80/Greenback Lane/Elkhorn Blvd. (2001), I-80/Capitol City Freeway (2002), I-80/Madison Avenue (2003), Capital City Freeway/Exposition Blvd. (2015), Capital City Freeway/Highway 160 (2015), Douglas Blvd./Sunrise Blvd. (2002), Riverside Ave. at Cirby (2002), I-80/Horseshoe Bar Road (2010), Roseville Parkway/Harding Blvd. (2010), I-80/Rocklin Road (2010), I-80/Sierra College Blvd.(2010), I-80/Northgate Blvd. (2015)

Commuter Rail Track Improvements in Placer County to Sacramento (2013)

Route 65 Corridor (Placer County)

New or Improved Freeway interchanges on Route 65 at Blue Oaks Blvd. (1999), Pleasant Grove Blvd. (2001), Sunset Blvd. (2005) and Whitney Blvd. (2015)

Widen Highway 65 in stages (2007)

Lincoln Bypass (2005)

Routes 70/99 North (Sacramento, Sutter, and Yuba Counties)

Widen Route 99 from I-5 to Elkhorn Blvd. in Sacramento (2006)

Widen Route 20 at Sutter Bypass Bridge (2000)

New or Improved Interchanges at Route 99/Elkhorn Blvd. (2005), Route 99/Riego Road (2005), Route 70/Algodon (2010), Route 70/Feather River (2010), Route 99/Elverta (2010), Route 99/Route 20 (2010, first phase of eventual urban interchange), Route 99/I-5 (2015)

Third bridge over the Feather River, from Route 70/Erle Road in Yuba County to Route 99/Bogue Road in Sutter County (2010)

Widen Route 70 to expressway status from 70/99 wye to 0.7 miles south of McGowan Parkway in Yuba County (two phases, 2000/2005)

Widen Rote 99 to 4 lanes from 70/99 wye to Yuba City (several stages, 2000/2005)

Right-of-way acquisition for Route 70 Marysville Bypass (2006)

Route 99 South (Sacramento County)

Carpool lanes, continuing existing lane; from Martin Luther King Jr. Blvd. to B Street (1999)

Light rail extension (South Line) from downtown Sacramento to Meadowview Road, first phase (2001); and from Meadowview Road to Calvine/ Auberry, second phase (2007)

Interchange Improvements at Grantline Road (2001), Sheldon Road (2004), and Walnut Ave. (2010)

Lincoln Way reconstruction in Galt (phased, 1996/2000/2004)

Interstate 5 (Yolo and Sacramento Counties)

Freeway connection, I-5/Route 113 in Yolo County (2010)

Interchange improvements at I-5/Road 102 (1999), Richards Blvd. (2005), El Camino (2008), I-80 (2010), and Cosumnes River Blvd. (2010)

Carpool lanes from I-80 to Sacramento International Airport (2006) and from Laguna Blvd. to J Street (2006)

New interchanges at North Market Blvd. (2001), Bannon Street (2015) and Northgate Blvd. (2015) in Sacramento, and at Spa Road (Metro Airpark) in Sacramento County (2002)

Caltrans Traffic Operations System to manage traffic flow (2006)

Add auxiliary lanes on I-5 from I-80 to North Market Blvd. (2010) and from Del Paso Road to Route 99 (2001) in Sacramento

Route 49 (Placer County)

Widen Route 49, Luther to Kemper (2001) and s. of Placer Co. line to Wolf/Combie Rd. in Nevada County (2004)

Safety and operational improvements, from I-80 to Dry Creek Rd. (2004)

New Auburn bypass from I-80 at Bowman to Route 49 at Dry Creek (2015)

AREAS OF CONTROVERSY KNOWN TO SACOG

The question of whether or not the programs and projects in the MTP will induce additional population growth is controversial. The MTP assumes a certain population and employment base for its horizon year regardless of the level of transportation improvements. Some people expressed the belief that fewer people will move to the region if fewer improvements are made. The chapter on Population and Housing has more details on this issue.

The MTP presents air pollution emission data and forecasts from the California Air Resources Board (ARB). These numbers have been criticized by some as underestimating emissions from motor vehicles.

The MTP options call for carpool lanes to be provided by constructing new lanes. Some members of the general public have commented that carpool lanes should be provided only by redesignating existing mixed-flow lanes to carpool lanes.

Some MTP options call for increases in the statewide gasoline tax and other new revenue measures to be implemented to pay for improvements proposed in the MTP options. Even in a good economic climate, such measures are unpopular among decision-makers and the general public.

The MTP options call for widening numerous local roads for general traffic use. Some members of the general public believe that road widenings and new roads will cause increased trip-making and have advocated that no roads should be widened in order to discourage vehicle use. Others have advocated that widenings should be made for carpool use only. Others have argued that not enough is being done to expand the road system.

Some members of the public have questioned aspects of SACOG's travel demand model; for instance, that it doesn't adequately account for the "induced demand" that is created when a new road is built or an existing road is widened with more lanes.

SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS AND RECOMMENDED MITIGATION

The following is a summary of the potential environmental impacts and recommended mitigation measures for the Proposed Option identified in Chapter Four, Potential Environmental Impacts.

Population and Housing

- Displacement of residents and businesses.
Potentially significant and adverse impact
- Disruption of neighborhood character by creating real or perceived barriers to access within the neighborhoods.
Potentially significant and adverse impact

Recommended Mitigation

Specific displacement and relocation impacts will be identified in project-specific environmental documentation for projects and programs in the Proposed Option. At that time, specific mitigation measures will be developed to address any significant and adverse impacts. Such measures may include, but not be limited to, the use of relocation programs to assist eligible persons and businesses who are forced to relocate as a result of construction of a transportation facility, and measures designed to minimize long-term community disruption between residential and community services. These types of measures would be implemented by the lead agencies for transportation projects and programs in the Proposed Option.

Land Use

- Potential impacts to sensitive land uses.
Potentially significant and adverse impact

Recommended Mitigation

Specific land use impacts will be identified in project-specific environmental documentation for projects and programs in the Proposed Option. At that time, specific mitigation measures will be developed to address any significant and adverse impacts. Such measures may include, but not be limited to, the use of landscaped corridors when passing through parks and recreation areas, providing landscaped buffer zones for transportation projects adjacent to schools, and possibly re-routing planned improvements when approaching a sensitive land use. These types of measures would be implemented by the lead agencies for transportation projects and programs in the Proposed Option.

- Potential incompatibility with local land use plans.
Less than significant impact. No mitigation required.

Mobility and Access

- Vehicle trips and vehicle miles of travel would increase by 0.1 percent compared to the No Project Option. Person miles of travel would increase by 2 percent.
Less than significant impact. No mitigation required.

- Person miles in LOS “F” conditions would decrease by 22 percent
Potentially significant beneficial impact.
- Daily person trips by all modes would stay about the same.
Less than significant impact. No mitigation required.
- The number of jobs located within a 20-minute drive and a 45-minute transit trip would increase by 14 percent and 56 percent, respectively
Potentially significant beneficial impact.

Air Quality

- Hydrocarbon, nitrogen oxide, and carbon monoxide emissions resulting from implementation of the Proposed Option are expected to decrease substantially between 1997 and 2022.
Significant beneficial impact
- Particulate matter emissions resulting from implementation of the Proposed Option are expected to increase.
Significant, adverse, and unavoidable impact

Recommended Mitigation

Specific impacts related to transportation facility construction will be identified in project-specific environmental documentation for projects and programs in the Proposed Option. At that time, specific mitigation measures will be developed to address any significant and adverse impacts.

Sufficient mitigation to reduce the projected level of mobile-source particulate matter emissions is not available. Therefore, the significant adverse impact identified for the projected increase in particulate matter emissions is unavoidable.

Noise

- Seventy-eight roadway segments would experience decreases in traffic noise lower than the threshold of significance.
Less-than-significant impact. No mitigation required.
- Three roadway segments would experience significant decreases in traffic noise.
Significant beneficial impact
- Seventy eight roadway segments would experience increases in traffic noise lower than the threshold of significance.
Less than significant impact. No mitigation required.
- Six roadway segments would experience significant increases in traffic noise.
Significant and adverse impact

Recommended Mitigation

Local agencies and Caltrans should include noise barriers (soundwalls, berms, etc) where necessary in the design of projects on Route 16, Route 99, Route 113 and Route 65 to mitigate potentially adverse traffic noise impacts.

Water Resources

- Substantial degradation of water quality.
Potentially significant and adverse impact

Recommended Mitigation:

1. Local agencies responsible for implementation of NPDES permits should develop methods to capture and treat storm water runoff from transportation facilities included in the Proposed Option.
- Substantial degradation or depletion of ground water resources.
Less than significant impact. No mitigation required.
- Substantial interference with ground water recharge.
Potentially significant, adverse, and unavoidable impact

Recommended Mitigation

None available to offset potential effects of transportation facility construction on ground water recharge capability.

- Substantial flooding, erosion, or siltation.
Potentially significant and adverse impact

Recommended Mitigation

2. During transportation facility construction, local agencies and Caltrans should construct and maintain drainage facilities with enough capacity to allow full drainage of storm water.
3. Local agencies responsible for implementation of NPDES permits should develop methods to capture and treat storm water runoff from transportation facilities included in the Proposed Option.

Biological Resources

- Potential degradation of sensitive habitats - by reduction of vegetation types, conversion of natural vegetation to urbanized uses and non-native species, and reduction of wildlife habitat and native wildlife species.
Potentially significant and adverse impact

- Potential impacts to endangered and threatened species - either by direct impact onto the species itself or encroachment into areas of ecological significance by such species. This includes the possible interference with the movement of resident or migratory fish and wildlife species.
Potentially significant and adverse impact
- Potential adverse exposures to biota and habitats from siltation, erosion, and releases/resuspensions of contaminated sediments.
Potentially significant and adverse impact

Recommended Mitigation

Carry out all necessary surveys prior to completion of the permit process for specific projects to determine the actual project-specific biological resource impacts, and develop appropriate mitigation measures for approval by applicable state and federal agencies.

Cultural and Historic Resources

- Transportation projects and programs included in the Proposed Option may be located in close proximity to known historic resources such as structures and archeological sites. Depending on the location and size of these transportation projects and the type of work to be undertaken, construction of transportation projects in the Proposed Option could disrupt or significantly affect known prehistoric or historic sites and structures.
Potentially significant and adverse impacts

Recommended Mitigation

1. Local agencies and Caltrans should consult with appropriate archeological or historic information center clearinghouses to identify known cultural and historic resources that could be affected by transportation improvements included in the Proposed Option. Initial studies completed for specific projects in the Proposed Option should assess the potential for damage to known historic resources, and the environmental documentation for these projects should include measures to preserve and protect affected historic resources.
- Transportation projects and programs in the Proposed Option could interfere with established recreational, educational, religious, or scientific uses of the areas in which they are located, including areas subject to Section 4(f) requirements.
Potentially significant and adverse impacts

Recommended Mitigation

2. Local agencies and Caltrans should prepare Section 4(f) statements as part of the environmental documentation for specific projects and programs in the Proposed Option, when it is determined that specific projects may adversely affect Section 4(f) lands. These statements would include appropriate mitigation to offset significant and adverse effects on Section 4(f) lands.

- Implementation of transportation projects and programs in the Proposed Option may also create potentially significant impacts in areas deemed sensitive for containing unknown cultural resources. Potentially significant and adverse impacts.

Recommended Mitigation

3. At the project-specific environmental review stage, local agencies and Caltrans should conduct an archaeological records search with the archaeological inventory centers to determine to whether there is a potential for specific transportation projects to adversely affect cultural resources. If indicated by the results of the search, a complete archaeological field survey should be conducted by a qualified professional archaeologist. If the field survey identifies the potential for significant cultural resources, apply appropriate mitigation measures as identified by the State Office of Historic Preservation.

Aesthetics and Views

- Disruptions to important views or adjacent landforms.
Potentially significant, adverse, and unavoidable
- The introduction of new visual elements in an existing and established landscape.
Potentially significant, adverse, and unavoidable
- Improvements affecting state- or county-designated scenic highways.
Potentially significant, adverse, and unavoidable

Recommended Mitigation

Local agencies and Caltrans should apply design review procedures as appropriate and necessary to minimize adverse effects of new construction.

Utilities and Services

- Construction of proposed transportation facilities in the Proposed Option may uncover and possibly sever underground gas or electric lines, thereby creating a potential risk of explosion or electrical blackout.
Less than significant impact. No mitigation required.
- The Proposed Option includes proposed extensions of light-rail facilities. Extensions of the light-rail system will require more electricity production to accommodate increased operations.
Less than significant impact. No mitigation required.
- Construction of proposed transportation facilities in the Proposed Option may uncover and possibly sever underground communication lines, thereby blocking telephone services to nearby residents and businesses.
Less than significant impact. No mitigation required.

- Construction of proposed transportation facilities in the Proposed Option may uncover and possibly sever water lines, thereby cutting off water supplies to nearby residents and businesses.
Less than significant impact. No mitigation required.
- Construction and maintenance of proposed transportation facilities in the Proposed Option may require the use of water to mix materials, wash down surfaces, or wet down dirt-covered surfaces to minimize releases of particulate matter.
Potentially significant and adverse impact

Recommended Mitigation:

1. Local agencies and Caltrans should use non-potable water for mixing construction materials, washing down surfaces, and wetting down dirt-covered surfaces.
- Construction of proposed transportation facilities in the Proposed Option may generate additional solid waste that will need to be disposed of in some manner.
Less than significant impact. No mitigation required.
 - Construction of proposed transportation facilities in the Proposed Option may uncover and possibly sever underground sewerage, thereby creating back-ups in residential and business sewerage or resulting in spills of raw sewage.
Less than significant impact. No mitigation required.
 - Construction activities associated with implementation of the Proposed Option may interfere with the response times of emergency vehicles, such as fire, police, or ambulance.
Less than significant impact. No mitigation required.

Energy Consumption and Dependence

- Fuel consumption is projected to increase by 58 percent between 1997 and 2022.
Potentially significant and adverse impact

Recommended Mitigation

1. State and federal agencies should increase fuel efficiency standards for automobiles and trucks to reduce energy consumption..
2. Local agencies should encourage volunteer compliance with adopted trip reduction ordinances (in accordance with state law) to reduce vehicle trips and vehicle miles traveled, which in turn would reduce energy consumption.

Hazardous Materials Transport

- Construction and maintenance activities associated with the implementation of the Proposed Option will most likely involve the use of solvents and architectural coatings that may be considered hazardous if not used, stored, or disposed of properly.
Less than significant impact. No mitigation required.
- Potential routes for the transport of hazardous materials are likely to become safer because of proposed improvements in the Proposed Option.
Potentially significant beneficial impact
- Congestion under the Proposed Option is likely to be nearly six times greater in 2022 than it was in 1997. The increase in congestion could contribute to accident rates, especially in corridors where no transportation improvements are proposed.
Potentially significant, adverse, and unavoidable impact

Recommended Mitigation

Sufficient mitigation is unavailable to reduce the potential impact to less-than-significant levels.

Economic and Social Effects

- The Proposed Option has the potential to result in adverse effects on minority and low-income populations in areas where major transportation improvements are proposed due to physical dislocation of homes and business due to facility right-of-way acquisition or construction activity. At the project-specific environmental review stage, potential adverse effects should be evaluated and specific mitigation developed once the location, size, and design of proposed transportation facilities are known.
- The Proposed Option has the potential to result in beneficial effects on the mobility of minority, low-income populations and zero-vehicle households in areas where new transit service is proposed and where improvements to existing transit services are proposed.
- The Proposed Option appears to be consistent with local economic development goals by including transportation infrastructure improvements in areas where significant employment growth is forecasted.

CHAPTER THREE - PROJECT DESCRIPTION

LOCATION

The study area for the 1999 Metropolitan Transportation Plan includes the counties of Sacramento, Sutter, Yolo, and Yuba, and Placer and El Dorado Counties except for the Tahoe Basin. This area - also referred to as the Sacramento Metropolitan Planning Area - is shown in Map 1.

PURPOSE AND NEED FOR THE 1999 MTP

The Metropolitan Transportation Plan is the long-range transportation plan that identifies various problems on the metropolitan transportation system, and proposes solutions that address those problems. The MTP sets policies to guide transportation decisions, proposes a program of capital, operational, and management improvements needed by 2022, and recommends a package of revenue measures to fund the proposed program. Federal law and regulations require SACOG to prepare and adopt a Metropolitan Transportation Plan and to adopt updates every three years.

In addition, the SACOG Board of Directors adopted a revised set of population and employment projections on February 18, 1999. Every few years, SACOG updates its growth forecasts for housing, population, and employment. These projections reflect a consensus of local government agencies on anticipated development of the region over the next 24 years. The projections are used for transportation and air quality analysis, particularly for the Metropolitan Transportation Plan.

PROJECT OBJECTIVE

According to direction from the SACOG Board of Directors, the objective of this MTP is a relatively modest update to the MTP that was adopted in 1996. Changes have resulted from:

- Extension of the plan period from 1996-2015 (20 years) to 1999-2022 (24 years). A 24-year planning period will allow for the minimum 20-year planning horizon until the next update of the plan in 2002. A 20-year planning horizon is important in federal review processes.
- Addition of some new projects that were the outcomes of recent studies and corridor plans.
- Conformance of the first three years of the plan with the Metropolitan Transportation Improvement Program, a three-year spending program for state and federal funds, and
- Modification of the long-term funding plan.

The next update of the plan, a major update, will be adopted in the year 2002. Extending the horizon year to 2025, it will incorporate many collaborative outreach and planning strategies that have been carefully developed for SACOG over the past two years. Also considered in the next plan update will be the outcomes of the on-going studies such as the I-80 Corridor Plan, the I-5 Corridor Major Investment Study, and the Suburban Travel Study.

MTP GOALS

The goals listed below were originally developed for the 1993 Plan, and were then revised slightly for the 1996 Plan (Note: the accompanying objectives and policies to these goals are included as Appendix B to this DEIR). In keeping with objective of this update, revisions have been kept to a minimum, reflecting new requirements (or deletions of former requirements) and policy statements adopted by the SACOG Board since the 1996 Plan was adopted. The Plan update to be adopted in 2002 will incorporate goals and guiding principles resulting from an extensive public outreach and consensus-building effort to take place in 1999/2000.

System Preservation Goal

To preserve the existing transportation infrastructure as a means of protecting our transportation investments and maintaining an effective system.

Land Use/Mobility Goal

To meet the mobility needs of people of all incomes, ages, and physical conditions; and in the region's urban areas, to bring about changes in existing and future urban form that will facilitate development of the most efficient and effective transportation system possible.

Air Quality Goal

To reduce mobile-source emissions to directly support the achievement of state and federal air-quality goals.

Safety Goal

To provide the safest possible transportation system for all.

Environmental Goal

To provide for transportation services, facilities, and vehicles that cause the least amount of environmental damage and yield environmental benefits wherever feasible.

Economic Goal

To create the most economical transportation system and to make the most efficient use of transportation revenues in providing transportation services and facilities, optimizing the movement of people, goods, and information.

Organizational Goal

To foster more coordination and cooperation among agencies to avoid interagency conflict and to assure the most effective use of transportation resources.

DESCRIPTION OF THE PLAN OPTIONS

In developing a set of transportation projects and programs for the 1999 MTP, SACOG staff initially considered a number of plan options. Some of these options were subsequently determined to be infeasible, and were thus eliminated from further analysis. Plan options originally considered, but ultimately determined to be infeasible, include the following:

No New Revenues Option: The SACOG Board of Directors considered whether or not to continue to advocate and assume new tax revenues to fund transportation projects. Although no project list was developed for this option, the Board of Directors decided to reject the option and to include a fuel-tax increase and the renewal of Sacramento County's Measure A sales tax in the 1999 plan.

Expanded Project List Option: The Regional Planning Partnership considered an option that would have added many more new roads, road widening projects and interchanges which were originally proposed by local jurisdictions and Caltrans. Following the recommendation of the Partnership, SACOG staff worked with the project sponsors to ensure that the project list ultimately presented to the Board of Directors for approval reflected the modest nature of this update, as originally intended by the Board.

Those plan options considered feasible for evaluation as part of the metropolitan transportation planning process are listed below. The potential environmental impacts of these alternatives are summarized in Chapter 6 - Plan Options.

No Project Option (1999 Transportation Network): The No Project Option consists of the existing transportation system, plus any projects planned to be constructed and in place by November 15, 1999. The California Environmental Quality Act requires a "no project" option for comparison with other options.

Current Plan Option (1996 MTP and Amendments): This is SACOG's existing Metropolitan Transportation Plan, adopted in 1996 and subsequently amended three times. This serves for comparison purposes, enabling us to judge the environmental impacts of the Proposed Plan Option compared to the existing plan. If the Proposed Plan Option is not adopted, then the set of transportation projects contained in the current plan would likely be carried out through the subsequent reaffirmation of the current plan. The current plan option, therefore, also represents the most reasonable alternative to the proposed project.

Proposed Plan Option (1999 MTP): The Proposed Plan Option consists of an update of the current MTP. Projects contained in the 1996 MTP, as amended, still constitute the core of this update. Some of these projects, however, have been modified for various reasons. In addition, a number of new projects are being proposed for inclusion, as well as more funding for transportation system maintenance and rehabilitation.

Summary of significant changes. Two of the most significant changes to projects already contained in the 1996 MTP include:

- replacing the urban interchange at Howe/Power Inn/Folsom Blvd. in Sacramento with a series of more modest improvements arising from the City's Southeast Area Transportation Study (proposed by the City of Sacramento);
- increasing the cost of the Sacramento air district's heavy-duty NOx program from \$28 million to \$80 million, reflecting the current estimated cost to achieve the five-ton per day reduction called for in the State Implementation Plan for Air Quality (proposed by the Sacramento Metropolitan Air Quality Management District).

Some of the more significant projects proposed by project sponsors to be added to the plan include:

- Add HOV (carpool) lanes on U.S. 50 from El Dorado Hills Blvd. to Shingle Springs Rd. (2006-2010; proposed by the El Dorado County Transportation Commission);
- Add HOV lanes on I-5 from Laguna to J Street and from I-80 to the Sacramento International Airport. These lanes were included in the 1993 MTP, but were deleted in the 1996 MTP due to financial constraints. The new federal transportation funding act, TEA-21, provides sufficient funding to allow these lanes to be added back into the plan (2006-2010; proposed by Caltrans);
- HOV lanes on U.S. 50 from Sunrise to Mayhew, which were recommended in the U.S. 50 Corridor Major Investment Strategy. These HOV lanes have also been in the plan before, but were dropped in 1996 due to financial constraints (2006-2010; proposed by Caltrans);
- Auxiliary lanes on I-5 from Richards Blvd. to Garden Hwy. (2006-2010; proposed by Caltrans);
- Add a third lane to the connector from westbound I-80 to the Capital City Freeway (2001-2002; proposed by Caltrans);
- An Intelligent Transportation System project to link the traffic and transit operations systems between Sacramento, Sacramento County, Caltrans, and Regional Transit (2001-2005; proposed by SACOG staff);
- Sixteen bicycle and pedestrian projects worth \$14 million;
- Six modified interchange projects worth \$38 million. Two of these projects are located at the Interstate 5 interchange at Interstate 80. The others are located at Interstate 80 and Route 51 (Capital City Freeway), at Route 99 and Walnut Avenue, at U.S. 50 and Missouri Flat Road, and at Route 49 and Bell Road.

Map 2, Capital Expansion of the Metropolitan Transportation System, depicts the most significant projects comprising the Proposed Plan Option.

PROJECTS INCLUDED IN EACH OPTION

Figure 2 summarizes the types of projects included in each plan option. Please note that the table includes only key types of projects to demonstrate major differences between options. Numerous other

types of projects are not shown, including road maintenance projects, enhancement projects, double-tracking of light rail lines, bridge rehabilitation or replacement, and soundwall installation, among others. These types of projects are common to all options because of the high priority placed on maintenance and rehabilitation of the existing transportation system.

A list of all transportation programs and projects included in the Proposed Plan Option (1999 MTP) is included as Appendix C to this DEIR. A list of all transportation programs and projects included in the Current Plan Option is available from SACOG upon request.

Figure 2
Types of Projects included in Each MTP Plan Option

Type of Project	Option	
	Current Plan	Proposed Plan
Bicycle Pedestrian	69	77
Bridge New	5	4
Bridge Repair, Bridge Other	7	13
Bus/Light Rail Transit Capital	98	129
Bus/Light Rail Transit Operating	4	14
HOV (Carpool) Lanes	6	9
Heavy Rail Capital	9	7
Interchange	54	53
Intersection	5	5
Road New	110	99
Road Widen	235	235
Road Maintenance, Road Rehab., Road Other	43	83
Study	6	13
Transportation System Management (TSM)/Transportation Demand Management (TDM)	29	30
Total	680	771

CHAPTER FOUR - POTENTIAL ENVIRONMENTAL IMPACTS

The Environmental Impact Analysis section of the EIR assesses the proposed project with regard to adverse and beneficial effects in the following subject areas:

<i>HUMAN ENVIRONMENT</i>	<i>NATURAL ENVIRONMENT</i>	<i>PHYSICAL ENVIRONMENT</i>
<i>Population and Housing</i>	<i>Air Quality</i>	<i>Land Use</i>
<i>Mobility and Access</i>	<i>Water Resources</i>	<i>Utilities and Services</i>
<i>Noise</i>	<i>Biological Resources</i>	<i>Aesthetics and Views</i>
<i>Cultural and Historic Resources</i>	<i>Energy Consumption</i>	
<i>Hazardous Materials Transport</i>		
<i>Social and Economic Effects</i>		

Analysis of each of these environmental subject areas is organized as follows:

Environmental Setting: A description of existing and pre-project conditions, and a discussion of the policy and technical background necessary for the analysis of potential environmental effects.

Potential Environmental Impacts: An analysis of the beneficial and adverse effects of the proposed project relative to the criteria and thresholds for significance. The impact analysis emphasizes the impacts of the 1999 MTP as a complete program, rather than as a detailed analysis of the projects contained in the plan. The individual projects will still be required to comply with the requirements of CEQA. Detailed analysis of the projects proposed in the plan would be the responsibility of the agencies approving those projects.

Recommended Mitigation: Wherever significant adverse impacts have been identified, mitigation measures are recommended to minimize impacts.

POPULATION AND HOUSING

INTRODUCTION

CEQA defines population impacts to include changes to the location, distribution, density, or growth rate of the human population, while housing impacts relate to alterations in existing housing or the creation of demand for additional housing. This environmental analysis section considers population and housing impacts that may result from implementation of the Proposed Option for the 1999 MTP.

ENVIRONMENTAL SETTING

Population and Housing Projections

Every two to three years, SACOG updates its growth forecasts for housing, population, and employment. The current set of SACOG projections was adopted by the SACOG Board of Directors on February 18, 1999. These projections reflect a consensus of local government agencies on anticipated development of the region over the next 20 to 25-year period. The counties of Sacramento, Sutter, Yolo, Yuba, Placer, and El Dorado (excluding the Tahoe Basin) are included in these projections. The projections are used for transportation and air quality planning purposes, particularly for the development of the Metropolitan Transportation Plan.

Leading Growth Areas

The report indicates that - region wide - population is expected to increase from 1,745,300 in 1997 to a 2022 total of 2,738,968. On the employment side, the total number of jobs is expected to increase from 736,449 in 1997 to 1,255,256 in 2022.

Maps 3 and 4 show 1997 and 2022 population densities, respectively. These figures show that - over the next 24 years - various portions of the region will experience significant population growth, particularly areas to the north and east of Sacramento. Communities with the largest population increases expected between 1997 and 2022 include, in order of magnitude, the Franklin/Laguna and the Vineyard areas in south Sacramento County, the North Natomas area (as defined by the City of Sacramento), El Dorado Hills, Roseville, Rancho Cordova, Lincoln, and Elk Grove.

Maps 5 and 6, likewise, show 1997 and 2022 employment densities, respectively. These figures show that - over the next 24 years - several areas will experience significant job growth. These areas include, in order of magnitude, Roseville, Rancho Cordova, Downtown Sacramento, West Sacramento, Franklin/Laguna, and North Natomas (as defined by the City of Sacramento).

State law allows a region's population forecasts to be used in planning and policy-making as long as they do not exceed the Department of Finance's (DOF) baseline regional forecasts. Based on demographic data, DOF's December 1998 projection set is consistent with SACOG's land-use driven forecast for 2022. The December 1998 DOF series was released near the end of the process. The SACOG projections are 12,200 below DOF's 2020 projection for the region as a whole.

Jobs-Housing Ratio

The study of jobs-housing balance continues in urban and urbanizing regions across the country as a land-use strategy with the potential to improve regional air quality and mobility. The premise assumes that land-use policy can create a balanced mix of housing and employment opportunities, which in turn can reduce commuting distances and associated air pollution. The primary objective for many jurisdictions is to improve mobility by reducing total vehicle miles traveled (VMT), both work and non-work related. Therefore, improving or worsening jobs-housing balance would not result in a beneficial or adverse impact in and of itself, but the resultant effects on mobility, congestion, and air quality may comprise significant secondary impacts.

The jobs-housing ratio provides a quantitative measure of the mix of employment and housing in a given area. It is calculated by dividing an area's total number of jobs by its total housing units. A jobs-housing ratio equal to "1" means that there is one job for every housing unit.

In 1997, the jobs-housing ratio in the Sacramento metropolitan area was 1.06 jobs per dwelling unit (see figure 7). At the county level, the six counties displayed different jobs-housing ratios in 1997, ranging from 0.57 ratio in El Dorado County to 1.30 in Yolo County. A jurisdiction is considered housing rich if the ratio is less than 1.10, and job rich if the ratio is above 1.30.

POTENTIAL ENVIRONMENTAL IMPACTS

This section discusses the potential population and housing impacts that may result from implementation of the Proposed Option based on several criteria for significance.

Criteria for Significance

Appendix G of the CEQA Guidelines (Environmental Checklist Form) suggests that a project may have a significant effect on the environment if it will:

- Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).
- Displace substantial numbers of existing housing, necessitating the construction or replacement of housing elsewhere.
- Displace substantial numbers of people, necessitating the construction or replacement of housing elsewhere.

Figure 3
Jobs-Housing Ratio
in the Sacramento Metropolitan
Area

<u>County</u>	<u>1997</u>	<u>2022</u>
El Dorado	0.57	0.66
Placer	1.03	1.20
Sacramento	1.11	1.17
Sutter	0.81	0.90
Yolo	1.30	1.59
Yuba	1.01	0.98
Region	1.06	1.15

Growth-Inducing Potential

One of the stated purposes of the 1999 MTP is to accommodate growth forecasted for the Sacramento metropolitan area. Between the years 1997 and 2022, residential population is expected to increase by 57 percent, while employment grows by 70 percent. In developing options for the 1999 MTP, these population and employment projections remain constant throughout the analysis because they serve as basic assumptions. In other words, it is assumed that the projected growth in population and employment will occur with or without the transportation projects and programs proposed in the MTP.

While existing needs can be identified through surveys of current conditions, future-year needs must be based on some forecast of future land use and socio-economic data. To meet the needs identified through the growth projections, proposed transportation facilities and services in the Proposed Option are included to address deficiencies in existing urban areas. In addition, some proposed improvements are located in areas by local jurisdictions for development or redevelopment. Without these proposed improvements, projected population and employment growth described earlier in this section would result in more congestion and decreased mobility on the metropolitan transportation system.

There has generally been some disagreement, however, as to whether the MTP should be considered growth accommodating or growth inducing. If existing deficiencies are not addressed and future projected travel demand is not met, according to one theory, then some areas of the region expected to receive new jobs or housing may become undesirable, causing the regional growth total to decline by some amount.

Figure 4

*Comparison of SACOG and
Department of Finance 2020
Population Projections
(includes Tahoe Basin)*

<i>SACOG</i>	<i>2,713,280</i>
<i>DOF</i>	<i>2,725,468</i>

To evaluate the potential for growth inducement, SACOG staff compared the population projections used in the MTP analysis with those from the Department of Finance. This comparison shows that SACOG's population projections are compatible with those of the Department of Finance. Further, SACOG's population projections represent a recognition that economic growth will probably not occur at the same rate as it has over the last ten years. Because of the assumption that this economic growth will occur with or without transportation improvements, the Proposed Option is not expected to induce significant changes in the regional total of population, housing, or employment.

On a subregional level, the Metropolitan Transportation Plan could be considered growth inducing. The growth forecast upon which the MTP is based identifies faster-growing subareas within the region; the structure of the planning process results in these areas receiving priority for new facilities due to need and travel projections. New transportation facilities provide access to areas of new development, thereby allowing more people and jobs to locate in growth areas. Without these facilities, the lack of access could force development into areas with existing transportation infrastructure, thereby shifting population and employment growth from one area of the region to another.

This phenomenon has two possible effects. The lack of new transportation facilities in the MTP could result in less population and employment growth in areas that would have otherwise received new facilities. From this standpoint, the inclusion of new transportation facilities in the MTP could be

considered growth-inducing in some localities. On the other hand, the lack of new facilities in some areas could also result in increased growth in areas with existing transportation infrastructure, growth that may not have been anticipated in the local general planning process. In addition, this increased growth may exacerbate what may already be congested conditions on the existing roads and transit facilities. From this standpoint, the lack of new transportation facilities in the MTP could be considered growth-inducing in some other localities.

Attempts to determine the possible relocation of housing and employment that may result from the lack of transportation improvements in certain areas would be speculative at this time. This exercise would require analysis tools that could forecast the number of people and jobs that would move from one area to another based on changes in the transportation system. Because of the lack of data to support one viewpoint over another, or to determine the degree to which population shifts within the region may occur, it is not possible to determine the significance of potential growth inducement at the subregional level of implementation (or lack thereof) of the Proposed Option for the 1999 MTP.

Jobs-Housing Balance

The jobs-housing ratio is expected to increase by 2022 from 1.06 to 1.15. As indicated earlier in the Environmental Setting, an area is considered housing-rich if the ratio is less than 1.10 and jobs-rich if the ratio is greater than 1.30. Therefore, the increase in the jobs-housing ratio means that the Sacramento metropolitan area as a whole will become more balanced in the provision of jobs and housing. However, it is not possible to determine if changes in the jobs-housing balance are attributable to implementation of the Proposed Option for the MTP. As with subarea growth inducement potential, it is not known to what degree population or employment shifts would occur and its resulting effects on jobs-housing ratios. Therefore, it is not possible to determine at this time if implementation of the Proposed Option will result in changes in the jobs-housing balance that would create an adverse or beneficial impact.

Displacement or Relocation of Residences and Businesses and Disruption of Neighborhood Character

Potential impacts to residents, businesses, and neighborhoods are generally described in this section. More detailed evaluations will need to be conducted on a project-by-project basis to identify specific impacts, such as the number and types of housing units that could be removed as a result of transportation facility construction, or the neighborhoods to be impacted by new or improved transportation facilities.

Potential impacts to residents and businesses and neighborhood character could occur if the Proposed Option is implemented. Depending on the location of proposed facility improvements, the scope of the projects, and the extent of surrounding development, potential impacts to residents and businesses could be as minor as the acquisition of vacant land for right of way or as major as the removal of several homes and businesses to make way for new roads and transit facilities. As mentioned above, one of the objectives of the MTP is to provide transportation facilities and services to areas of planned population and employment growth. Therefore, the majority of impacts resulting from transportation facility construction are likely to take place in more urban environments where more residents and businesses are located.

Major improvements to existing facilities (such as road widenings to four or more lanes) and new transportation facilities could impact neighborhood character by creating a real or perceived barrier to access within the neighborhood. This could be particularly true for bicyclists and pedestrians using these modes to gain access to homes, shopping, and services within their neighborhoods.

In summary, transportation projects in the Proposed Option have the potential to create the following adverse impacts:

- Displacement of residents and businesses
- Disruption of neighborhood character by creating real or perceived barriers to access within the neighborhoods.

The purpose of this EIR is to identify the potential impacts that might occur with the implementation of the Proposed Option. These potential impacts should be evaluated further in environmental documentation for specific projects in the Proposed Option once precise locations and project scales are known. This section of the EIR is intended to act as a resource to local jurisdictions as they prepare project-specific environmental documentation and develop specific programs by which to mitigate adverse impacts.

RECOMMENDED MITIGATION MEASURES

Specific displacement and relocation impacts will be identified in project-specific environmental documentation for projects and programs in the Proposed Option. At that time, specific mitigation measures will be developed to address any significant and adverse impacts. Such measures may include, but not be limited to, the use of relocation programs to assist eligible persons and businesses who are forced to relocate as a result of construction of a transportation facility, and measures designed to minimize long-term community disruption between residential and community services. These types of measures would be implemented by the lead agencies for transportation projects and programs in the Proposed Option.

LAND USE

INTRODUCTION

The Land Use section of the EIR discusses existing land uses and potential impacts that may result from implementation of the Proposed Option for the 1999 MTP. The task here is to examine the potential impact that implementation of the Proposed Option may have on local land use and circulation plans.

ENVIRONMENTAL SETTING

Existing Land Use

The Sacramento metropolitan area possesses many geographically distinct features that include the Yuba, Bear, Sacramento, American, and Cosumnes Rivers, as well as mountain-valley areas such as Capay Hills, Sutter Buttes, and the Sierra Nevada foothills. Although predominantly a rural area, the Sacramento metropolitan area is also comprised of major urban centers such as the Sacramento, Davis, and Yuba City-Marysville urbanized areas.

The following summarizes the general land use characteristics in the Sacramento metropolitan area:

- The highest concentration of commercial activity and higher density housing occurs in the Cities of Sacramento and West Sacramento.
- Towards the east and northeast (Placer and El Dorado Counties), rural residential and industrial uses prevail.
- Along Route 50 towards the City of Folsom, industrial uses dominate the areas, although the land surrounding the American River is generally comprised of lower density residential uses.
- To the south, land uses surrounding the unincorporated area of Elk Grove primarily consist of low-density uses such as rural and low-density housing, and urban reserve and non-urban areas.
- In the cities of Marysville and Yuba City, land surrounding Routes 70 and 99 is used for commercial purposes with adjacent low-density residential housing. To the northeast of Marysville, in the area encompassing the Yuba River, industrial uses predominate.
- To the west, the cities of Woodland and Davis are comprised of a mix of land uses. The highest intensity of land uses in these areas occurs along Interstate 80 in Davis and Interstate 5 in Woodland.

Broader Community Goals

Broader community goals were compiled from a review of local general plans. Local general plan land-use goals and policies were grouped and then summarized to show the major themes and ideals of the many jurisdictions within the Sacramento metropolitan area. These general themes for land-use development include the following:

- Provide for an orderly pattern of community development consistent with economic, social, and environmental needs of each jurisdiction.
- Maintain and enhance agricultural areas.
- Promote infill and redevelopment to the extent possible.

Leading Growth Areas

As shown in the Population and Housing section of this report, the most significant growth in population and employment is expected to occur in several areas:

Population

Franklin/Laguna in south Sacramento County

Roseville in Placer County

North Natomas in north Sacramento County

El Dorado Hills in El Dorado County

Vineyard area in south Sacramento County

Employment

Roseville in Placer County

Rancho Cordova in eastern Sacramento County

Downtown Sacramento

West Sacramento in Yolo County

Franklin/Laguna in south Sacramento County

POTENTIAL ENVIRONMENTAL IMPACTS

Criteria for Significance

The following impacts are considered significant:

- Substantial impacts on sensitive land uses.
- Substantial incompatibility between the Proposed Option and local land use plans and policies

Impacts to Sensitive Land Uses

Potential impacts to sensitive land uses are generally described in this section. More detailed evaluations will need to be conducted on a project-by-project basis to identify specific impacts to sensitive land uses adjacent to proposed transportation facilities.

Potential impacts to sensitive land uses could occur if the Proposed Option is implemented. Depending on the location of the proposed transportation facilities, the project scope, and the number and types of sensitive land uses adjacent to the proposed transportation projects, potential impacts to sensitive land uses could range from less-than-significant to significant and adverse. These potential impacts should be evaluated further in environmental documentation for specific projects in the Proposed Option once precise locations and project scales are known.

Figure 5

Definition of Incompatibility with Local Land Use Plans

Local land use plans include a number of goals and objectives in addition to specific information on land use designations. The analysis shows whether or not the Proposed Option would be incompatible with the goals and objectives of local land use plans.

Definition of Sensitive Land Uses

Such land uses as schools and park/recreation facilities can be considered sensitive land uses due to the nature of the use of the land for recreational, educational, or cultural value. This analysis evaluates potential incompatibility between specific transportation facilities and surrounding land uses.

Recommended Mitigation

Specific land use impacts will be identified in project-specific environmental documentation for projects and programs in the Proposed Option. At that time, specific mitigation measures will be developed to address any significant and adverse impacts. Such measures may include, but not be limited to, the use of landscaped corridors when passing through parks and recreation areas, providing landscaped buffer zones for transportation projects adjacent to schools, and possibly re-routing planned improvements when approaching a sensitive land use. These types of measures would be implemented by the lead agencies for transportation projects and programs in the Proposed Option.

Compatibility with Local Land Use Policies

One of the stated purposes of the MTP is to accommodate projected growth in population and employment in the region. Although downtown Sacramento is now the region's largest single job center, growth will spread all over, stretching along freeway corridors to the north, south, and east.

Comparing Maps 4 and 6, showing projected population and employment densities, respectively, for the year 2022, with the 1999 MTP project map (Map 2) shows that proposed transportation improvements in the Proposed Option are located primarily in areas projected for substantial population and employment growth, and are consistent with local circulation plans developed by local jurisdictions. In addition, the Proposed Option proposes implementation of many of the bicycle and pedestrian facilities proposed in city and county bikeway master plans to provide for adequate access for non-motorized transportation modes. Therefore, implementation of the Proposed Option is not expected to result in potential compatibility with local land use policies.

Recommended Mitigation

None Required.

MOBILITY AND ACCESS

INTRODUCTION

The major components of the metropolitan transportation system include three interstate highways, several state highways and local arterial roadways, a shipping port, one international airport, freight and passenger rail service, and a public transit system that includes 21 miles of light rail service.

ENVIRONMENTAL SETTING

The Metropolitan Transportation System

SACOG's planning efforts pertain to those transportation facilities and services that are deemed "regionally significant" by virtue of their size or function. Map 7 shows this regionally significant system, called the Metropolitan Transportation System (MTS). This system was developed using criteria discussed in 1995 with SACOG's partner planning agencies. It does not include many smaller roadways, because SACOG doesn't typically get involved in planning for those facilities. In addition to what's shown in Map 7, the MTS also includes bikeways and public transit facilities and services.

Travel Demand Forecasting

SACOG's regional demand forecasting models were used to evaluate the performance of the existing transportation system and the Proposed Option for the 1999 MTP. The Sacramento metropolitan area (SACMET) model forecasts general travel patterns and traffic volumes throughout the region's transportation network, including private vehicle traffic and public transit usage. The model uses a four-step process to produce these estimates; this process consists of the following steps:

Trip Generation: An estimate of how many trips will be made per day throughout the region.

Trip Distribution: Locates the origin and destination of each trip.

Mode Choice: An estimate of how many trips will be made by people driving alone, how many in carpools, how many on non-motorized transportation modes, and how many by public transit.

Trip Assignment: A forecast of how vehicular traffic will route itself throughout the region's streets and highways, yielding estimates of how much traffic will be on each of those streets and highways. Public transit riders also are assigned to bus or rail routes, yielding estimates of public transit ridership.

A separate model is used to estimate travel characteristics of the Yuba-Sutter area transportation system. The primary difference between the SACMET model and the Yuba-Sutter area model is that there is no mode-choice process in the Yuba-Sutter model. The number of transit trips in Yuba and Sutter Counties is too small to reliably estimate in a regional forecasting model. To reflect carpooling, auto occupancy rates are assumed and used as inputs into the model, rather than using a mode choice model to estimate carpool utilization.

Limitations of the Travel Demand Forecasts: The major limitation to the forecasts is the assumption that basic travel behavior (i.e. the number of trips generated per household) and the willingness of people to travel (i.e. weighing travel time tradeoffs in deciding among mode or destination options) do not change over time. Second, no attempt is made to forecast changes in time of travel (e.g. a commuter deciding to avoid the peak hour by rescheduling a trip). Finally, land use assumptions are held constant for the Proposed Plan Option and the other options analyzed; no attempt is made to forecast changes in land uses based purely on the differing accessibility afforded by each option.

Research and debate in the travel demand forecasting profession continues on each of these issues, and no generally accepted method for including these factors currently exists. The forecasting methods used for this analysis were the best available in this region, and are appropriate for evaluating and comparing the relative impacts of transportation options.

Performance Measures Used to Evaluate the Transportation System

In analyzing the performance of the existing and future transportation systems, four types of performance measures are used, as follows:

Roadway Measures relate to travel in vehicles on the roadway system. These measures include the number of vehicle trips made on a typical weekday, vehicle miles of travel (VMT), person miles of travel (PMT), and PMT on roadways on facilities operating at level-of-service (LOS) “F”. LOS “F” roadways are defined as segments forecasted to have traffic volumes above the capacity of the roadways.

Mode Choice Measures relate to the mode of travel chosen. Modes include solo driving, ridesharing, public transit, and non-motorized modes such as biking and walking.

Accessibility Measures combine changes in growth patterns and transportation into one measure, and attempt to estimate how accessible the region’s job base is to each community. The measures used are number of jobs within 20 minutes’ drive time of an average household, and within 45 minutes’ public transit time. The number of jobs within this time period not only represent accessibility to employment; they also serve as proxies for accessibility to shopping and services, since many of the jobs are in the retail and service sectors. Accessibility can be increased in two ways: by increasing the number of work, shopping, or other opportunities within a given travel time, or by improving transportation to expand the area that’s reachable within that travel time.

Non-motorized travel accessibility was also considered as a performance measure. However, because the travel demand model was developed to evaluate performance of the major roadway and transit systems, the level of detail required to model the effect of specific non-motorized travel improvements at the local level is very limited. For this reason, subtle differences in non-motorized accessibility cannot reliably be forecasted. Major pedestrian and bicycle projects, generalized non-motorized accessibility provided by streets and sidewalks in newly developed areas, and the influence of mixes of residential and employment uses within communities are captured by the model. Below this level of detail, the model is not reliable for non-motorized mode choice.

Existing Conditions on the Metropolitan Transportation System

As discussed in the Population and Housing section of the EIR, population and employment are expected to increase significantly between 1997 and 2022. Region wide, population is expected to increase by about 57 percent, and employment is expected to increase by about 70 percent. On the transportation side, growth in travel is expected as a result of these increases in population and employment.

According to the information in Figure 6, the number of daily vehicle trips are forecasted to increase by 57 percent, and vehicle and person miles are forecasted to increase by 67 and 62 percent, respectively. Because so much of the travel is expected to occur during limited hours - meaning the daily peak periods - daily person miles of travel in congested conditions (LOS "F") is expected to be nearly six times greater in 2022 than it was in 1997.

Figure 6

Expected Changes in Travel in the Sacramento Metropolitan Area

	1997	2022
<u>Roadway Measures (in 1,000s)</u>		
Vehicle Trips	5,073	7,952
Vehicle Miles	43,056	71,998
Person Miles	53,122	85,849
Person Miles in LOS "F" Conditions	542	3,072
<u>Mode Choice Measures (in 1,000s)</u>		
All Modes	8,018	13,001
Shared Ride	4,266	6,880
Transit	3,057	5,057
Non-Motorized	619	941
<u>Accessibility Measures (in 1,000s)</u>		
# of Jobs Within a 20-minute Drive	233	236
# of Jobs Within a 45-minute Transit Trip	83	111

The share of travel occurring on each mode - known as the mode split - is expected to increase by similar rates to population and employment growth. The number of people who drive alone is expected to increase by 61 percent between 1997 and 2022, shared-ride trips will increase by 65 percent, transit trips will increase by 64 percent, and non-motorized trips will increase by 52 percent.

Accessibility measures show that the number of jobs within a 20-minute drive of the average household is expected to hold steady between 1997 and 2022. This means that increased employment density offsets the congestion increases regionwide. The number of jobs within a 45-minute transit trip will increase by about 34 percent. However, the areas with increased transit accessibility are focused in areas where major transportation improvements (e.g. LRT extensions) are located.

POTENTIAL ENVIRONMENTAL IMPACTS

Within this report, the analysis of different environmental categories (such as air quality and biological resources) compares the Proposed Option to the conditions which existed in 1997 (existing conditions). This approach is logical because of the need to preserve our current environmental resources to the extent possible. It is misleading, however, to discuss mobility and access in the context of conditions that existed in 1997 because of the growth that will occur by 2022. Given the projected population and employment growth that is anticipated, it is not reasonable to expect that the number of trips and vehicle miles traveled will remain constant. Therefore, transportation measures are discussed in this report in the following manner:

- What conditions can we expect on the metropolitan transportation system in 2022 if only minimum improvements are made (No Project Option)?
- How might the Proposed Option (and other alternatives) improve or degrade mobility on the metropolitan transportation system compared to the No Project Option?

Criteria for Significance

A mobility impact will be considered significant if implementation of the Proposed Option would potentially result in a substantial increase or decrease in the performance measures compared to projected 2022 conditions under the No Project Option. Small differences in the performance measures would generally be well within the margin of error for the analysis and would therefore be considered less than significant.

Figure 7 shows the performance of the Proposed Option using the various measures identified in the Environmental Setting.

Figure 7
Transportation System Performance in the Sacramento Metropolitan Area

	2022 No Project Option	2022 Proposed Plan Option	% Change Preferred vs. Current
Roadway Measures (1,000s)			
Vehicle Trips	7,855	7,952	+1%
Vehicle Miles	71,133	71,998	+1%
Person Miles	84,542	85,849	+2%
Person Miles in LOS "F" Conditions	3,954	3,072	-22%
Mode Choice Measures			
All Modes (1,000s)	13,009	13,001	-
Drive Alone	6,877	6,880	-
Shared Ride	5,030	5,057	+1%
Transit	109	123	+13%
Non-Motorized	994	941	-5%
Accessibility Measures (1,000s)			
# of Jobs within a 20-minute drive	207	236	+14%
# of Jobs within a 45-minute transit trip	71	111	+56%

Under the Proposed Option, *vehicle trips*, *vehicle miles of travel*, and *person miles of travel* increase marginally. This increase is related to vehicle travel (both in trips and in miles traveled) induced by transportation improvements included in the Proposed Plan Option. Because these changes are so small, they are considered to be a less-than-significant impact.

Person miles in LOS "F" conditions would decrease by 22 percent. Because one of the stated objectives of the MTP is to reduce congestion and improve mobility, this is considered a significant beneficial impact.

Daily person trips by all modes stay about the same under the Proposed Option. However, shared ride trips would increase marginally, transit trips would increase by about 13%, and non-motorized trips

would decrease by about 5%. The transit increase is related to major projects included in the Proposed Option. The reduction in non-motorized trips is related to the greater vehicular accessibility which is afforded by the Proposed Plan Option. Because transit trips in general are longer than non-motorized trips, these impacts offset each other.

The number of jobs located within a 20-minute drive and a 45-minute transit trip would increase by 14 percent and 56 percent, respectively. Because one of the stated objectives of the MTP is to increase access to jobs and services in the region, this is considered a significant beneficial impact.

Recommended Mitigation

None required.

INTRODUCTION

The Sacramento metropolitan area faces two problems concerning air pollution. First, there's the pollution itself - air that is sometimes dirtier than the law allows, and that is unhealthy for many people to breathe. Then there's a second problem. If a plan cannot be developed to clean the air as much as the law requires, businesses may face some very tough controls imposed by the federal government. The controls may force small businesses like bakeries and painting contractors to spend so much money on pollution-control devices that many fear it will force them out of business. Trucking firms may be required to replace engines at such a high cost that they, too, fear for their economic survival.

ENVIRONMENTAL SETTING

Air Pollutants and Standards

The three major types of air pollution in the Sacramento metropolitan area are ozone, carbon monoxide, and "particulate matter," or dust.

Ozone pollution is created by chemicals that come from many sources, including mobile sources such as cars, buses, trucks, trains, construction vehicles, farm vehicles, airplanes, motorcycles, boats, and dirt bikes. Ozone is an odorless and invisible pollutant that is not emitted directly by human sources. Instead, ozone comes from the reaction of **hydrocarbons** (HC), or reactive organic gases (ROG), and **nitrogen oxide** (NOx) in the presence of sunlight and heat. Although ozone is the air contaminant for which standards are set, HC and NOx are the pollutants that must be controlled.

Health researchers have found that exposure to ozone can cause decreases in lung function, and studies suggest that symptoms of lung disease may be related to repeated exposure to ozone concentrations above current standards. Ozone also reduces resistance to colds and pneumonia, and aggravates heart disease, asthma, bronchitis, and emphysema. Because ozone also interferes with the photosynthesis process necessary for plant growth, it poses a danger to agricultural economies that depend on stable conditions.

Carbon monoxide (CO) is mostly a wintertime problem in the Sacramento urbanized area. It is a highly toxic, odorless, colorless gas which binds to hemoglobin in the bloodstream in the place of oxygen molecules. By reducing the oxygen-carrying potential of blood, CO causes heart difficulties in people with chronic diseases, reduces lung capacity, impairs mental functioning, and may aggravate arteriosclerosis. Primarily formed by incomplete automobile fuel combustion, CO is primarily a local pollutant that creates individual "hot spots," or small areas where CO concentrations are high.

Particulate matter (PM) refers to finely divided solids or liquids such as soot, dust, aerosols, and mists. Suspended particulates aggravate chronic heart and lung disease problems, produce respiratory problems, and often transport toxic elements such as lead, cadmium, antimony, arsenic, nickel, vinyl chloride, asbestos, and benzene compounds. Suspended particulates also absorb sunlight, producing haze and reducing visibility.

The Federal Clean Air Act established National Ambient Air Quality Standards for several primary pollutants. These standards are designed to protect the public health. In addition, the State of California has adopted its own standards. Both federal and state standards are listed in Figure 8.

Figure 8
Ambient Air Quality Standards

Pollutant	Average Time	California Standard	National Standard
Ozone	1 hour	0.09 ppm	0.12 ppm
Carbon Monoxide	8 hours	9.00 ppm	9.00 ppm
	1 hour	20.00 ppm	35.00 ppm
Nitrogen Dioxide	annual average	--	0.53 ppm
	1 hour	0.25 ppm	--
Particulate Matter	annual geometric mean	30 ug/m ³	—
	24 hours	50 ug/m ³	150 ug/m ³
	annual arithmetic mean	—	50 ug/m ³

ppm = parts per million ug/m³ = micrograms per cubic meter

California standards for these pollutants are values not to be exceeded.

National standards, other than ozone and those based on annual averages or annual arithmetic means, are not to be exceeded more than once a year. The ozone standard is attained when the expected number of days per calendar year with maximum concentrations above the standard is equal to or less than one.

Regulatory Structure and Responsibilities

Responsibility for air quality planning involves a wide variety of agencies and groups at the federal, state, regional, and local levels. Some of these agencies have actual regulatory authority, while others are responsible for development and implementation of programs and procedures aimed at reducing air pollution levels.

The **U.S. Environmental Protection Agency (EPA)** is the lead federal agency and is responsible for setting the National Ambient Air Quality Standards (NAAQS) and for establishing federal motor vehicle emission standards. The EPA also has the authority under the Clean Air Act to require preparation of state plans for air quality and may approve or disapprove state air quality plans.

The **California Air Resources Board (CARB)** is the lead state agency and is responsible for preparing and submitting a state air quality plan to EPA. In preparing the state plan, CARB reviews and approves regional air quality plans and then incorporates them into a State Implementation Plan (SIP).

With regard to mobile-source control measures, CARB establishes emission standards for on-road motor vehicles sold in California. These standards are more stringent than the federal standards. With respect to stationary- and area-source control measures, CARB works closely with county air pollution control districts (APCDs) and air quality management districts (AQMDs) in the development of model station- and area-source rules for possible adoption by individual districts. In addition, the CARB works closely with the air districts in controlling pollution from agricultural burning. The primary role is to determine permissible burn days and to fund research toward alternatives to or reducing agricultural burning.

The **Bureau of Automotive Repair (BAR)** in the California Department of Commerce is responsible for operation of the motor vehicle inspection and maintenance program. This program, commonly known as the Smog Check program, requires biennial inspection and testing of motor vehicle smog control devices as a condition of vehicle registration.

The **California Department of Transportation (Caltrans)** is responsible, along with local cities and counties, for determining the feasibility and implementation of certain transportation control measures such as freeway ramp metering and carpool lanes.

SACOG, under the 1990 amendments to the Federal Clean Air Act, is required to determine the conformity of transportation plans and transportation improvement programs with the locally adopted portion of the SIP. Proposed transportation improvements must come from a conforming long-range transportation plan or transportation improvement program in order to receive federal funding. SACOG also works closely with the CARB and the local air districts in the preparation of the SIP and any amendments.

Air districts have primary responsibility for preparation, adoption, and implementation of mobile, stationary, and area emission control measures. The air districts in the Sacramento AQMA are the Sacramento Metropolitan Air Quality Management District (SMAQMD), Yolo-Solano Air Pollution Control District, the Feather River Air Quality Management District (FRAQMD), the Placer County Air Pollution Control District, and the El Dorado County Air Pollution Control District.

Air Pollution Monitoring

CARB maintains air quality monitoring stations throughout the state in conjunction with local APCDs. Data collected at these stations is used by CARB to classify air basins as "attainment" or "nonattainment" with respect to each pollutant and to monitor progress in attaining air quality standards. The Sacramento ozone nonattainment area is currently classified as a severe nonattainment area, while the Yuba/Sutter ozone planning area has recently (July 1998) been classified as attainment for the I-hour ozone standard.

Exceedances of the CO and the PM standards are few, if any. EPA recently reclassified the Sacramento CO nonattainment area as attainment. The current attainment area for CO is the Sacramento urbanized area. The nonattainment area for PM is Sacramento County. The Sacramento Metropolitan Air Quality Management District (SMAQMD) is currently seeking attainment status for the PM nonattainment area.

Figure 9 lists the existing air quality monitoring sites within the Sacramento and Yuba/Sutter air quality planning areas. Figures 10 and 11 show the average number of days that the federal and state ozone standards were exceeded at each air quality monitoring site from 1988 through 1996, the last year for which data is currently available. Maps 8 and 9 show the location, along with the average number, of federal and state ozone violations between 1988 and 1996, respectively.

Figure 9

Existing Ozone Air Quality Monitoring Sites

Site	Operating agency	Address
Fairfield	BAAQMD	401 Gregory Street
Vacaville	YSAPCD	605 Merchant Street
Davis	YSAPCD	U.C. Davis Ag. Station
Woodland	YSAPCD	17 W. Main Street
Broderick	YSAPCD	3rd and B St. West Sac.
Meadowview	SMAQMD	2800 Meadowview Road
Elk Grove-Bruceville	SMAQMD	12490 Bruceville Road
13 & T street	ARB	1309 T Street
Earhart (Sacramento Airport)	SMAQMD	7926 Earhart Drive
Del Paso Manor	SMAQMD	2701 Avalon Street
No. Highlands	SMAQMD	Navajo street
Citrus Hts-Sunrise	ARB	7400 Sunrise Blvd
Folsom	SMAQMD	1300 Liedesdorff
Roseville	ARB	151 North Sunrise
Rocklin	PCAPCD	5000 Rocklin Rd
Auburn	PCAPCD	11484 B Ave DeWitt Cen.
Colfax	PCAPCD	10 West Church Street
Placerville	ARB	3111 Gold Nugget Way
Pleasant Grove	ARB	7310 Pacific Avenue
Yuba City	ARB	773 Almond Street

ARB - Air Resources Board
BAAQMD - Bay Area Air Quality
Maintenance District
YSAQMD - Yolo-Solano Air Quality
Management District

SMAQMD - Sacramento Metropolitan
Air Quality Management District
PCAPCD - Placer County Air Pollution
Control District
EDAPCD - El Dorado County Air
Pollution Control District

Source: ARB Annual Summary Documents 1988-1996

Figure 10

NUMBER OF DAYS FEDERAL OZONE STANDARD EXCEEDED (0.12 ppm)										
1988-1996										
Station	1988	1989	1990	1991	1992	1993	1994	1995	1996	Annual Average 1988-1996
Fairfield	1	0	0	0	0	1	0	1	0	0.3
Vacaville	0	0	0	0	0	0	0	0	0	0.0
Davis	0	0	0	0	0	1	0	0	0	0.1
Woodland	0	0	0	0	0	0	0	0	0	0.0
Broderick	0	0	1	#	#	#	#	#	#	0.3
Meadowview	1	1	2	0	0	0	0	#	#	0.6
Elk Grove-Bruceville	-	-	-	-	-	0	0	0	0	0.0
13 & T street	-	0	1	1	0	1	0	1	0	0.5
Earhart	-	0	2	0	0	1	0	0	0	0.4
Del Paso Manor	19	0	4	5	2	3	1	7	3	4.9
No. Highlands	5	0	0	1	0	0	0	2	1	1.0
Citrus Hts-Sunrise	15	0	4	6	1	#	#	#	#	5.2
Folsom	19	8	0	12	9	3	6	7	7	7.9
Roseville	-	-	-	-	-	3	0	2	2	1.8
Rocklin	3	0	4	2	7	3	1	3	1	2.7
Auburn	11	0	9	2	3	0	4	2	1	3.6
Colfax	7	0	4	#	1	0	0	1	0	1.6
Placerville	-	-	-	-	0	0	2	1	1	0.8
Pleasant Grove	2	0	0	0	0	2	0	1	0	0.6
Yuba City	0	0	0	0	0	0	0	0	0	0.0
- No Monitoring * Incomplete Data # Site No Longer Active										
Source: ARB Annual Summary Documents 1988-1996										

Figure 11

NUMBER OF DAYS STATE OZONE STANDARD EXCEEDED (0.09 ppm)										
1988-1996										
Station	1988	1989	1990	1991	1992	1993	1994	1995	1996	Annual Average 1988-1996
Fairfield	3	4	1	3	3	3	2	10	5	3.8
Vacaville	2	4	1	0	0	0	2	6	8	2.6
Davis	15	1	4	2	9	1	4	7	12	6.1
Woodland	22	1	3	4	9	1	1	6	6	5.9
Broderick	9	2	9	#	#	#	#	#	#	6.7
Meadowview	15	26	17	11	4	1	1	#	#	10.7
Elk Grove-Bruceville	-	-	-	-	-	3	8	15	21	11.8
13 & T street	-	2	4	8	11	4	3	7	5	5.5
Earhart	-	4	11	21	15	2	0	17	10	10.0
Del Paso Manor	63	10	21	27	21	16	13	29	26	25.1
No. Highlands	34	*	10	9	3	7	16	22	21	15.3
Citrus Hts-Sunrise	51	12	21	23	21	#	#	#	#	25.6
Folsom	61	48	3	52	42	24	31	33	35	36.6
Roseville	-	-	-	-	-	14	19	18	24	18.8
Rocklin	35	12	18	23	41	21	29	25	30	26.0
Auburn	42	17	39	25	36	15	28	26	22	27.8
Colfax	39	24	18	*	17	9	15	16	4	17.8
Placerville	-	-	-	-	29	10	26	32	31	25.6
Pleasant Grove	29	1	2	7	12	4	1	11	7	8.2
Yuba City	32	3	1	5	23	1	12	8	11	10.7
- No Monitoring * Incomplete Data # Site No Longer Active										
Source: ARB Annual Summary Documents 1988-1996										

Sources of Air Pollution

Release of air pollutants comes from almost all human activities, including industrial plants, dry cleaners, automobiles, auto body shops, trucks, trains, lawn movers, bakeries, farm equipment, paints, paving, printing, airplanes, construction equipment, refining, and agricultural burning. Some sources emit large amounts of the pollutants that cause ozone but only small amounts of carbon monoxide or particulate matter, while others emit large amounts of all three.

Emissions are normally grouped into four main categories; "Stationary", "Area-wide", "Mobile", and "Natural" sources for each of the air districts within the Sacramento and Yuba/Sutter ozone planning areas. Generally, stationary and area-wide sources are those attached to the ground, while mobile sources, as the name implies, are those involved in the movement of people and goods. Natural emission sources refers to emissions that are non-anthropogenic sources (e.g., wildfires, petroleum seeps, emissions from agricultural vegetation and all other types of vegetation). Each of these categories are usually further divided into major source categories and then summary categories.

Listed below is a brief description of these four main categories.

Stationary Emission Sources

- Stationary source emissions, also referred to as point source emissions, are emissions from major industrial, manufacturing and processing plants. This category also includes emissions from heating fuel combustion; waste burning; solvent use; petroleum processing, storage and transfer and industrial processes, etc.

Area-wide Emission Sources

- Area Sources are those that individually emit only small quantities, but collectively result in significant emissions. Emissions result from small industrial engines; solvent use in dry cleaning, auto repair, auto body and paints; wood stoves; industrial coatings; consumer products with and without aerosol propellants; printing; bakeries and restaurants; and plastic and fiberglass manufacturing.

Mobile Emission sources

There are two major categories under mobile emissions and they are:

- On-road Motor Vehicles This major source category accounts for the emissions from all vehicles licensed to travel on public roads and highways. This would include: passenger cars, light and medium duty trucks, heavy duty gas and diesel trucks, heavy duty urban diesel buses, and motorcycles.
- Other Mobile sources This major category accounts for vehicular emissions from: construction equipment, farm tractors, off-road recreational vehicles, trains, ships, aircraft, mobile equipment, utility equipment, and lawn mowers.

Natural (Non-anthropogenic) sources

This category accounts for emissions from non-anthropogenic sources such as: wildfires, agricultural vegetation, petroleum seeps, etc.

Air Toxics

The U.S. Environmental Protection Agency refers to chemicals that cause serious health and environmental hazards as hazardous air pollutants or air toxics. Air toxics are released from sources throughout the country, including motor vehicles, stationary sources such as industrial/manufacturing plants, and area sources such as dry cleaners and auto paint shops¹. Until recently, little data were available to assess the amounts, types and health effects of toxic chemicals released into the air and the potential risk to the exposed population. The Air Toxics “Hot Spots” Information and Assessment Act of 1987 mandated the implementation of a program to collect and evaluate information concerning the amounts, exposures, and short- and long-term health effects of hazardous substances regularly released into the atmosphere from specific sources.

In a July 1992 report², the California Department of Toxic Substances Control identified several strategies with regard to pollution prevention approaches for mobile-source related air pollution, which are expected to achieve reductions in toxic air emissions. These strategies include transportation control measures, indirect source review programs, and mobile-source regulations.

Transportation Control Measures: TCM strategies are designed to reduce vehicle miles traveled and trips, and to increase vehicle occupancy. These goals are achieved by developing attractive and convenient alternatives to single-occupant vehicle use. Examples of TCMs include ridesharing programs, transportation infrastructure improvements such as adding bicycle and carpool lanes, and expansion of public transit.

Indirect Source Review Programs: Indirect sources are facilities that attract or generate motor vehicle activity, such as commercial areas or shopping malls, entertainment venues, or tourist attractions. California clean air legislation and regulations require indirect sources to mitigate their impact where necessary to attain the State’s clean air standards. To this end, local governments and regulatory agencies require at the design phase of such proposed projects the incorporation of features that will reduce the need for vehicle trips to and from the source. Such features can include improved transit access, mixed land uses to enable workers to live in closer proximity to jobs, and aggressive public information and marketing efforts to educate the public on the availability of alternatives to single-occupancy vehicle use.

Mobile-Source Regulation: The State of California is responsible for controlling emissions from the operation of motor vehicles in the state. Rather than mandating the use of specific technology or the reliance on a specific fuel, the ARB’s motor vehicle standards specify the allowable grams of pollution

¹ U.S. Environmental Protection Agency, *The Plain English Guide to the Clean Air Act*, April 1993.

² California Department of Toxic Substances Control, *Pollution Prevention in California: An Overview of California’s Pollution Prevention Programs and Technologies*, July 1992.

per mile driven. In other words, the regulations focus on the reductions needed rather than on the manner in which they are achieved. Towards this end, the California Air Resources Board has adopted regulations which require auto manufacturers to phase in less polluting vehicles between 1994 and 2003.

Emissions from Construction-Related Activities

Construction-related emissions are produced by two main sources: construction equipment and fugitive dust generated by excavation and grading. Although these activities and emissions would last only a short time, they may be troublesome to persons in the adjacent areas.

Figure 12 shows the U.S. Environmental Protection Agency's projected emissions for heavy-duty diesel powered construction equipment.

Figure 12
Emissions from Heavy-Duty Diesel-Powered Construction Equipment (lbs/day)

Equipment	Hydrocarbons	Nitrogen Oxides	Carbon Monoxide	Particulates
Tracktype Tractor	2.8	1.0	10.1	0.9
Wheeled Tractor	28.6	1.5	10.1	1.1
Wheeled Dozer	--	--	--	1.3
Scraper	10.0	2.3	30.7	3.2
Motor Grader	1.2	0.3	0.4	0.5
Wheeled Loader	4.6	2.0	15.1	1.4
Tracktype Loader	1.6	0.8	6.6	0.5
Off-Highway Truck	14.4	1.5	33.3	2.0
Roller	2.4	0.5	6.9	0.4
Miscellaneous	5.4	1.2	13.5	1.1

Source: U.S. Environmental Protection Agency, EPA-AP-42, Volume II, September 1985.

POTENTIAL ENVIRONMENTAL IMPACTS

The purpose of this section is to compare potential air quality impacts associated with the Proposed Option against the 1997 base year. Base year and future year (2022) emission estimates were developed using a micro-computer version of the Direct Travel Impact Model (DTIM). Inputs to DTIM include outputs (e.g. vehicle miles of travel by speed group, number of vehicle trips, vehicle hours of delay, etc.) from SACOG's travel demand models (the travel demand models are described in the Mobility and Access section of this report) and emission factors from the California Air Resources Board. DTIM then calculates on-road mobile source emissions using these inputs.

Criteria for Significance

Short-Term Construction Impacts: Short-term construction activities associated with implementation of the Proposed Option will be considered to be significant and adverse if they are expected to contribute significant amounts of criteria pollutants.

Long-Term Regional Mobile-Source Emissions: State and federal clean air laws require that emissions of pollutants for which national or state ambient air quality standards are violated be reduced under current levels. Therefore, regional ozone precursor, carbon monoxide, and particulate matter emissions must contribute to a reduction in emissions from the 1997 levels. Projected emissions that are equal to or greater than 1997 emission levels will be considered a significant adverse impact.

Potential Air Quality Impacts

Short-Term Construction Impacts: Gasoline and diesel exhausts from construction equipment include emissions associated with onsite construction machinery. The greatest generation of emissions from construction equipment would occur during ground excavation and clearing. Exact emission levels will vary with the type of equipment used, the duration of use, construction schedules, and the number of workers on site. Similarly, fugitive dust emissions from construction work sites is also a function of several variables, including the amount of dirt excavated or graded, composition of soils, and type of equipment used. The demolition of any existing structures on a project site, excavation of earth, and transport of excavated materials off-site will likely create fugitive dust emissions.

During the construction of transportation projects included in the Proposed Option, construction equipment is expected to produce hydrocarbon, nitrogen oxide, carbon monoxide, and particulate emissions. These emissions will be specific to particular projects and depend on a number of factors that are not known until specific environmental and engineering studies are completed. Therefore, it is not possible at this time to determine the level of significance of these potential emissions. The project-specific environmental documentation for transportation projects and programs in the Proposed Option will determine the level of potential impact and develop appropriate mitigation measures once precise project location, size, and designs are developed.

Long-Term Regional Mobile-Source Emissions: Figure 13 shows projected emissions of hydrocarbons, nitrogen oxides, carbon monoxide, and particulate emissions for the Proposed Option compared with the 1997 base year.

Figure 13
Regional Mobile-Source Emissions Projected for the Proposed Option

Pollutant	1997	2022	% Increase or Decrease
Hydrocarbons	53.80	18.30	-66
Nitrogen Oxides	90.40	58.10	-36
Carbon Monoxide	952.40	304.00	-68
Particulate Matter	62.30	106.90	72

Source: SACOG, April 1999, based on combined SACMET and Yuba/Sutter travel demand model outputs. Emissions using DTIM2 software, with EMFAC7f emission factors, SACMET and Yuba-Sutter travel demand model vehicle activity forecasts, with SIP adjustments.

The DTIM analysis shows that hydrocarbon, nitrogen oxide, and carbon monoxide emissions resulting from implementation of the Proposed Option are expected to decrease substantially between 1997 and 2022; this is considered a significant beneficial impact. However, particulate matter emissions are expected to increase during the same time period, primarily because of the significant increase in vehicle miles of travel expected with or without the transportation improvements proposed in the Proposed Option. This is a significant, adverse impact.

RECOMMENDED MITIGATION MEASURES

Specific impacts related to transportation facility construction will be identified in project-specific environmental documentation for projects and programs in the Proposed Option. At that time, specific mitigation measures will be developed to address any significant and adverse impacts.

Sufficient mitigation to reduce the projected level of particulate matter emissions is not available. Therefore, the significant adverse impact identified for the projected increase in particulate matter emissions is unavoidable.

NOISE

INTRODUCTION

For the noise analysis, SACOG retained the acoustical consulting firm of Bollard Acoustical Consulting (BAC) to quantify traffic noise levels in the SACOG area of influence for existing conditions and future MTP alternatives, to identify significant noise impacts associated with the plan alternatives, and to generally discuss the effectiveness of existing and proposed noise barriers in reducing traffic noise levels within the SACOG region. Potential noise impacts associated with the Proposed Option for the MTP are discussed in this section. A complete noise analysis is available at the SACOG library.

ENVIRONMENTAL SETTING

Description of Noise and Terminology

Noise is often described as unwanted sound, and thus is a subjective reaction to characteristics of a physical phenomenon. Researchers have generally agreed that A-weighted sound pressure levels (sound levels) are well correlated with subjective reaction to noise. Variations in sound levels over time are represented by statistical descriptors, and by time-weighted composite noise metrics such as the Day/Night Average Level (L_{dn}). The unit of sound level measurement is the decibel (dB), sometimes expressed as dBA. Throughout this analysis, A-weighted sound pressure levels will be used to describe traffic noise.

Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and hence are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second, called hertz (Hz) by international agreement.

The speed of sound in air is approximately 770 miles per hour, or 1,130 feet/second. Knowing the speed and frequency of a sound, one may calculate its wavelength; the physical distance in air from one compression of the atmosphere to the next. An understanding of wavelength is useful in evaluating the effectiveness of physical noise control devices such as mufflers and barriers, which depend upon either absorbing or blocking sound waves to reduce sound levels.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold of 20 micropascals as a point of reference, defined as 0 dB. Other sound pressures are then compared to the reference pressure, and the logarithm is taken to keep the numbers in a practical range.

The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in levels (dB) correspond closely to human perception of relative loudness.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by weighting the frequency response of a

sound level measurement device (called a sound level meter) by means of the standardized A-weighting network. There is a strong correlation between A-weighted sound levels (expressed as sound levels in dB) and community response to noise. For this reason, the A-weighted sound pressure level has become the standard tool of environmental noise assessment.

Community noise is commonly described in terms of the "ambient" noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}), which corresponds to a steady-state sound level containing the same total energy as a time-varying signal over a given time period (usually one hour). The L_{eq} is the foundation of the composite noise descriptors such as L_{dn} , and shows very good correlation with community response to noise.

Two composite noise descriptors are in common use today: L_{dn} (Day-night Average Level) and CNEL (Community Noise Equivalent Level). The L_{dn} is based upon the average hourly L_{eq} over a 24-hour day, with a +10 decibel weighting applied to nighttime (10:00 p.m. to 7:00 a.m.) L_{eq} values. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. The CNEL, like L_{dn} , is based upon the weighted average hourly L_{eq} over a 24-hour day, except that an additional +4.8 decibel penalty is applied to evening (7:00 p.m. to 10:00 p.m.) hourly L_{eq} values. The CNEL was developed for the California Airport Noise Regulations, and is applied specifically to airport/aircraft noise assessment. For this reason, the L_{dn} descriptor, rather than CNEL, is used for the assessment of traffic noise levels in the SACOG region.

Noise in the community has often been cited as being a health problem, not in terms of actual damage such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities such as sleep, speech, recreation, and tasks demanding concentration or coordination. When community noise interferes with human activities or contributes to stress, public annoyance with the noise source increases, and the acceptability of the environment for people decreases. This decrease in acceptability and the threat to public well-being are the bases for land use planning policies preventing exposure to excessive community noise levels.

To control noise from fixed sources which have developed from processes other than zoning or land use planning, many jurisdictions have adopted community noise control ordinances. Such ordinances are intended to abate noise nuisances and to control noise from existing sources. They may also be used as performance standards to judge the creation of a potential nuisance, or potential encroachment of sensitive uses upon noise-producing facilities. Community noise control ordinances are generally designed to resolve noise problems on a short-term basis (usually by means of hourly noise level criteria), rather than on the basis of 24-hour or annual cumulative noise exposures.

Noise ordinance criteria are not applicable to traffic on public roadways. However, General Plan Noise Elements provide noise standards for new noise-sensitive land uses affected by transportation noise sources. General Plan Noise Elements frequently contain general noise mitigation measures for use in reducing the potential for adverse noise impacts associated with the development of new noise-sensitive or noise-producing land uses.

For new noise-sensitive land uses affected by transportation noise sources, many jurisdictions consider land use compatibility criteria of 60 to 65 dB L_{dn} as being “normally acceptable” for such uses. Typical options for mitigation of excessive traffic noise levels include the use of setbacks or buffer areas between the roadway and the proposed noise-sensitive land use, noise barriers, residential unit design and improvements to building facade construction.

Because many rural residential areas experience very low noise levels, residents may express concern about the loss of “peace and quiet” due to the introduction of a sound which was not audible previously. In very quiet environments, the introduction of virtually any change in local activities will cause an increase in noise levels. A change in noise level and the loss of “peace and quiet” is the inevitable result of land use or activity changes in such areas. Audibility of a new noise source or increases in noise levels within recognized acceptable limits are not usually considered to be significant noise impacts, but these concerns should be addressed and considered in the planning and environmental review processes.

Major Noise Sources in the SACOG Region

Noise sources are commonly grouped into two major categories: transportation and non-transportation noise sources. Transportation noise sources include surface traffic on public roadways, railroad line operations, and aircraft in flight. Non-transportation (or fixed), noise sources, commonly consist of industrial activities, railroad yard activities, small mechanical devices (lawnmowers, leaf blowers, air conditioners, radios, etc.), and other sources not included in the traffic, railroad and aircraft category.

The ambient noise environment in the SACOG region is defined by a wide variety of noise sources. The most pervasive source of noise in the region is traffic noise. With thousands of miles of roadways in the SACOG region it is difficult to escape the sound of traffic. Traffic noise exposure is mainly a function of the number of vehicles on a given roadway per day, the speed of those vehicles, the percentage of medium and heavy trucks in the traffic volume, and the receiver’s proximity to the roadway. Every vehicle passage on every roadway in the region radiates noise.

The region is also affected by freight and passenger railroad operations. While these operations generate significant noise levels in the immediate vicinity of the railroad tracks during train passages, these operations are intermittent and the tracks are widely dispersed throughout the region. For these reasons, the contribution of railroad noise to the overall ambient noise environment in the SACOG region is relatively small.

The SACOG region is home to many airports, including public, private and military airports. In addition to the numerous daily aircraft operations which originate and terminate at these airports daily, overflights of the area by aircraft not utilizing the regional airports frequently occur. All of these operations contribute in some degree to the overall ambient noise environment in the SACOG region. The intensity of aircraft noise exposure depends on one’s proximity to the aircraft flight path, the type, speed, and altitude of airplane, as well as atmospheric conditions. The farther away the noise source is the more the sound propagation from source to receiver is affected by weather.

There is a wide variety of industrial and other non-transportation noise sources in the SACOG region, including manufacturing operations, power plants, food packaging and processing facilities, lumber mills, aggregate mining and processing plants, race tracks, shooting ranges, amphitheaters, and car

washes, to name a few. Noise generated by these sources varies significantly, but can provide a greater contribution to the local ambient noise environment than traffic, depending on the nature of the noise source. Although non-transportation noise sources can define the ambient noise environment within a given distance to the noise source, the regional ambient noise environment is, nonetheless, defined primarily by traffic.

Noise Barriers

Shielding by barriers can be obtained by placing walls, berms or other structures between the traffic noise source and the receiver. The effectiveness of a barrier depends upon blocking line-of-sight between the traffic and receiver, and is improved with increasing the distance the sound must travel to pass over the barrier as compared to a straight line from source to receiver. For a noise barrier to be effective, it must not only be sufficiently tall to intercept line of sight from noise source to receiver, but it must also be sufficiently long to reduce the potential for sound to flank around ends of the barrier.

Barrier effectiveness depends upon the relative heights of the source, barrier and receiver. In general, barriers are most effective when placed close to either the receiver or the traffic noise source. An intermediate barrier location yields a smaller pathlength difference for a given increase in barrier height than does a location closer to either source or receiver.

For maximum effectiveness, barriers must be continuous and relatively airtight along their length and height. To ensure that sound transmission through the barrier is insignificant, barrier mass should be about 4 lbs./square foot, although a lesser mass may be acceptable if the barrier material provides sufficient transmission loss in the frequency range of concern. Satisfaction of the above criteria requires substantial and well-fitted barrier materials, placed to intercept line of sight to all significant traffic noise sources. Earth, in the form of berms or the face of a depressed area, is also an effective barrier material.

There are practical limits to the noise reduction provided by barriers. For highway traffic noise, a 5 to 10 dB noise reduction may often be reasonably attained. A 15 dB noise reduction is sometimes possible, but a 20 dB noise reduction is extremely difficult to achieve. Barriers usually are provided in the form of walls, berms, or berm/wall combinations. The use of an earth berm in lieu of a solid wall will provide up to 3 dB additional attenuation over that attained by a solid wall alone, due to the absorption provided by the earth. Berm/wall combinations offer slightly better acoustical performance than solid walls, and are often preferred for aesthetic reasons.

Noise barriers currently exist or are planned in many areas of the SACOG region adjacent to the state highways. In cases of new residential development adjacent to a major roadway in the SACOG region, the responsibility for noise mitigation is placed on the project developer. In such cases, noise barriers are commonly constructed just inside the highway right of way. In other cases, local jurisdictions and Caltrans have built barriers as part of roadway improvement projects or barrier retrofit programs.

Traffic Noise Prediction Methodology

To predict traffic noise levels in the SACOG region the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA RD-77-108) was employed. The FHWA model is the analytical method currently favored for traffic noise prediction by most state and local agencies, including the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA). The model is based upon the Calvenio reference noise emission factors for automobiles, medium trucks and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site.

The FHWA model was developed to predict hourly L_{eq} values for free-flowing traffic conditions, and is considered to be accurate within 1.5 dB. To predict L_{dn} values, it is necessary to determine the day/night distribution of traffic and adjust the traffic volume input data to yield an equivalent hourly traffic volume.

For the purposes of this analysis, the FHWA model was used to conduct a cumulative noise analysis of the regional highway system. The FHWA model uses output produced from transportation demand models such as the SACMET and Yuba-Sutter models used in the transportation analysis for this report. These models are commonly used for estimating traffic volumes on a region-wide basis, but are not ideal for forecasting traffic volumes on local streets and roads. The model is designed to estimate travel patterns over a wide area, where trip makers have choices about where to go and how to get there. Consequently, corridor-level or project-level noise analyses are not included in this report.

At the project-specific review stage, local agencies will identify potential traffic noise impacts resulting from implementation of specific projects in the Proposed Option once precise project location, size, and design are determined.

Traffic Noise Prediction Model Inputs

Inputs to the FHWA Highway Traffic Noise Prediction model include average daily traffic volume (ADT), the day/night traffic distribution, medium and heavy truck percentages, and vehicle speed. The ADT's for all roadways and MTP alternatives were provided by SACOG. In addition, the day/night traffic distribution and vehicle speeds were provided by SACOG. Truck mix assumptions were based on Caltrans traffic counts.

In cases where roadway volumes and other traffic parameters did not vary significantly from one segment to the next, segments were combined to simplify the data analysis. Because it was observed that vehicle volumes generally did not vary significantly between the future (year 2022) plan alternatives, BAC compared the changes in roadway speeds and day/night distributions to determine if those parameters could be assumed to be effectively constant between the scenarios. Since there was no significant change in these parameters between the 1999 MTP alternatives, they were held constant throughout this analysis.

To allow subsequent assessment of noise impacts associated with the various MTP alternatives (discussed later in this document), the year 2022 No Project Option was selected to be the basis for comparison of traffic noise levels. Traffic noise levels were predicted at a representative distance of 150

feet from roadway centerlines to provide an approximate representation of the nearest potentially affected noise-sensitive receivers. It is recognized however, that there are noise-sensitive land uses both closer and farther from the roadway centerline than 150 feet.

POTENTIAL ENVIRONMENTAL IMPACTS

Local Noise Element Criteria

The Noise Elements of the cities and counties located within the SACOG sphere of influence typically apply land use compatibility criteria of 60-65 dB L_{dn} as being normally acceptable for new residential developments affected by transportation noise sources. The intent of these standards is to provide an acceptable noise environment for outdoor activities. In addition, an interior noise level criterion of 45 dB L_{dn} is commonly applied to residential land uses. The intent of this standard is to provide a suitable environment for indoor communication and sleep. These criteria are consistent with the interior and exterior noise level standards applied by the Federal Department of Housing and Urban Development (HUD).

The above described noise standards are commonly applied to new residential projects affected by transportation noise sources, rather than the increase in traffic noise levels resulting from regional growth, such as in this study. Nonetheless, the local noise criteria are included to provide a frame of reference by which the magnitude of existing and future traffic noise levels can be compared.

Criteria for Assessment of Project-Related Noise Level Increases

In addition to the local noise standards, noise impacts may be evaluated by comparison of project generated noise levels to existing ambient noise levels. Expected reactions to changes in ambient noise levels have been reported by Egan³ and others for noise sources quantified by metrics which define short-term exposure (e.g., hourly L_{eq} , L_{max} and L_n). These metrics are usually used to describe noise impacts due to industrial operations, machinery and other sources that are not associated with transportation. According to Egan and others, an increase of at least 3 dB is usually required before most people will perceive a change in noise levels, and an increase of 5 dB is required before the change will be clearly noticeable. A common practice is to assume that a minimally perceptible increase of 3 dB represents a significant increase in ambient noise levels.

Figure 14 is based upon recommendations made in August 1992 by the Federal Interagency Committee on Noise (FICON) to provide guidance in the assessment of changes in ambient noise levels resulting from aircraft operations. The recommendations are based upon studies that relate aircraft noise levels to the percentage of persons highly annoyed by the noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, it has been assumed for this analysis that they are applicable to all sources of noise described in terms of cumulative noise exposure metrics, such as the L_{dn} . This metric is generally applied to transportation noise sources, and defines noise exposure in terms of average noise exposure during a 24-hour period with a penalty added to noise that occurs during the nighttime.

³ Egan, M. David, Architectural Acoustics, McGraw Hill, 1988 (p.21)

According to Figure 14, an increase in the traffic noise level of 1.5 dB or more would be significant where the ambient noise level exceeds 65 dB L_{dn} . The existing and predicted future L_{dn} exceeds 65 dB along most of the roadway segments in the SACOG region. In light of these elevated noise levels, a traffic noise level increase of only 1.5 dB L_{dn} would result in a significant noise impact.

Figure 14
Significance of Changes in Cumulative Noise Exposure

Ambient Noise Level Without Project, L_{dn}	Significant Impact
<60 dB	+5.0 dB or more
60-65 dB	+3.0 dB or more
>65 dB	+1.5 dB or more

Source: Federal Interagency Committee on Noise (FICON)

Traffic Noise Prediction Modeling Results

The FHWA traffic noise prediction model was used with the input data to predict existing and future traffic noise levels for the state highways located within the SACOG region. The results of this analysis are shown in the complete noise analysis report available from SACOG. The results show the predicted traffic noise levels in terms of L_{dn} for the year 2022 No Project Plan Option, and offsets to the No Project Plan Option to describe existing conditions (1997 base year), Current Plan Option, and Proposed Plan Option noise levels. The report also shows the distances to the 65 dB L_{dn} traffic noise contours for each roadway segment and scenario. It should be noted, however, that the noise contour data do not account for local shielding by topography or noise barriers and should, therefore, be considered conservative estimates of traffic noise exposure in the project study area.

Potential Noise Impacts of the Proposed Option

Figure 15 on the following page shows the number of roadway segments in which traffic noise levels for the Proposed Plan Option are predicted to increase and decrease significantly relative to the year 2022 No Project Plan Option. Map 10 depicts these changes graphically.

Figure 15
Comparison of the Proposed Plan Option Noise Levels
To the No Project Plan Option

Factor	Proposed Plan Option
Number of Segments with Decreased Noise Levels	88
Number of Segments with Significant Decreases	3
Number of Segments with No Change in Noise Levels	28
Number of Segments with Increased Noise Levels	78
Number of Segments with Significant Increases	6

Sacramento County:

- Route 16 between Folsom Boulevard and Watt Avenue: Significant increase in ambient noise levels

Sutter County:

- Route 99 between Tudor and O'Bannon: Significant increase in ambient noise levels
- Route 99 between O'Bannon and Oswald: Significant increase in ambient noise levels

Sutter and Yuba Counties

- Route 20 between Route 99 and Route 70: Significant decrease in ambient noise levels

Placer County

- Route 65 between Sunset Boulevard and Route 193: Significant increase in ambient noise levels
- Route 65 between Washington Boulevard and Sunset Boulevard: Significant increase in ambient noise levels
- Route 193 between Sierra College Boulevard and Route 65: Significant decrease in ambient noise levels

Yolo County:

- Route 113 between Main Street and I-5: Significant increase in ambient noise levels

Yuba County

- Route 70 between Route 20 and Woodruff: Significant decrease in ambient noise levels
- Route 70 between Woodruff and Ramirez: Significant decrease in ambient noise levels

At locations where soundwalls have already been constructed, and at locations planned for noise barrier construction, reductions in traffic noise of approximately 6 to 10 dB L_{dn} are expected provided that the

noise barriers intercept line of sight from the autos, medium trucks and heavy trucks to the noise sensitive receiver locations. In many cases, noise reductions in this range would reduce future traffic noise levels to 65 dB L_{dn} or less at the nearest noise sensitive areas. Where traffic noise levels are between 60 and 65 dB L_{dn}, a 3 dB traffic noise level increase or decrease is normally required before a significant impact is identified.

Because all of the significant adverse noise impacts associated with the project alternatives involve traffic noise level increases of less than 5 dB, the presence of existing barriers or the construction of new noise barriers along the impacted segments would likely reduce the noise impacts at those locations to a less-than-significant level.

Recommended Mitigation

- Local agencies and Caltrans should include noise barriers (soundwalls, berms, etc) where necessary in the design of projects on Route 16, Route 99, Route 113 and Route 65 to mitigate potentially adverse traffic noise impacts.

WATER RESOURCES

INTRODUCTION

This analysis addresses issues related to surface-water resources, flooding, ground-water resources, and storm water runoff. Please refer the Utilities and Services section for further discussion of water supply and conservation.

ENVIRONMENTAL SETTING

Surface Water Resource Quality and Supply

The Sacramento metropolitan area is located in the Central Valley Region 5 of the state's Regional Water Quality Control system and is marked by an abundance of surface water features. Map 11 shows surface water features throughout the metropolitan area, and their proximity to transportation projects included in the Proposed Option. As the map shows, there are numerous surface water sources in the area, including Folsom Lake and the Sacramento, Feather, American, Cosumnes, Bear, and Yuba Rivers. In addition, there are numerous creeks and canals, including the Deep Water Ship Channel in Yolo County.

Vernal pools represent a less regional, yet important surface water feature. These pools collect seasonal rains that typically provide habitat for plants and animals, often rare or endangered species. These water bodies are small and usually underlain by semi-impermeable soils which restrict percolation into the water table below, resulting in pools that often last from winter to summer. Wetlands protection in general is a challenge nationally and especially in California, which has lost a greater proportion of its original wetlands than has any other state⁴. The regulation of wetlands falls mainly with the U.S. Army Corps of Engineers, through the authority of Section 404 of the Clean Water Act. Figure 16 is a list of various agencies that regulate activities in wetlands. Wetlands as a biological resource habitat are discussed further in the Biological Resources section of this report.

Navigable Surface Waters

In the Sacramento metropolitan area, several rivers are navigable for recreation purposes, including the Sacramento and American Rivers. However, the only waterway navigable by commercial vessels is the 20-mile long Deep Water Ship Channel. This man-made watercourse extends from the Sacramento-San Joaquin Delta to the Port of Sacramento.

Flooding

The Sacramento metropolitan area has historically been vulnerable to flooding, due to the network of rivers that run through the valley and the adjacent low-lying terrain. Much of the Sacramento basin lies within the natural floodplain of the Sacramento and American Rivers. Many low-lying areas near these

⁴ Dahl, T.E. in *Wetlands Regulation: A Complete Guide to Federal and California Programs*, 1995.

rivers are located in the 100-year floodplain. The principal impact of flooding includes damage to permanent structures, relocation of non-stationary objects, loss of human life and damage to infrastructure and soil conditions. After the initial damage from flood waters, standing water often creates a secondary level of destruction, ruining crops, further undermining and damaging infrastructure, and contaminating water wells.

Two key elements of the regional flood control system are the Yolo and Sutter Bypasses, which function as flood basins and divert flood waters away from populated areas during the winter storm season. Both bypasses are filled by the Sacramento River and by Putah Creek and Cache Creek in Yolo County.

In urbanized areas, flooding occasionally occurs on streets and roads where storm waters are diverted into man-made or artificial drainage systems. The ability of the storm drainage system to accommodate water flows is largely based on ground permeability and infrastructure capacity.

In urbanized areas with significant surface areas covered with impervious surfaces, storm water is not able to permeate and percolate into the soil

and is therefore diverted into a storm drainage system. In some areas, these drainage systems are occasionally overloaded with storm water drainage, or the drains become clogged with leaves or other debris and impede storm water drainage from transportation facilities. In the metropolitan area, local cities and counties are the responsible agencies for maintaining and upgrading drainage facilities to accommodate volume.

Groundwater Resource Quality and Supply

Groundwater reservoirs are a significant water resource due to their capacity to store usable water, perennially secure from loss or evaporation. Most groundwater reservoirs store far more water than the volume that flows through them annually. However, only the flow-through volume is renewable. A groundwater resource can contain several water-bearing zones, or aquifers. An aquifer refers to a rock formation that is water-bearing.

Figure 16
Agencies that Regulate Activities in Wetlands

<i>U.S. Army Corps of Engineers</i>	<i>Regulates placement of dredged or fill material in waters of the United States</i>
	<i>Regulates work in navigable waters of the United States</i>
<i>U.S. Environmental Protection Agency</i>	<i>Enforcement of regulations, may veto Corps permit</i>
<i>U.S. Fish and Wildlife Service</i>	<i>Reviews/comments on federal actions that affect wetlands and other waters, including 404 permit applications</i>
<i>National Marine Fisheries Service</i>	<i>Reviews/comments on federal actions that affect coastal waters, including Section 404 permit applications</i>
<i>California Department of Fish and Game</i>	<i>Regulates activities resulting in alteration of streams or lakes</i>
<i>Regional Water Quality Control Boards</i>	<i>Issues water quality certifications; certifications required for Section 404 permits</i>
	<i>Regulates discharge of waste into waters of the United States</i>
<i>State Lands Commission</i>	<i>May preclude the use of submerged lands and tidelands if this use is inconsistent with the public trust</i>

From Wetlands Regulation: A Complete Guide to Federal and California Programs, 1995.

Groundwater reservoirs are recharged by infiltration of rainfall, seepage from streams, canals, and ditches, and by underflow which enters the valley from tributary stream canyons. Significant areas of groundwater recharge are located along the stream channels of the rivers, where porous soils and gravels contribute extensive amounts of aquifer recharge. Other areas away from river flood plains are characterized by semi-consolidated gravels with low recharge capability or, more often, clay or hardpan soils which allow minimal amounts of groundwater recharge.

Storm Water Runoff

Storm water runoff in the urbanized portions of the Sacramento metropolitan area is diverted into storm drain systems that funnel these effluents to the network of surface waters. In non-urban areas, drainage of surface waters is augmented by natural drainage patterns. The quality of storm water runoff affects the quality of the surface water into which the runoff eventually flows. When storm water passes over transportation facilities, it carries untreated pollutants such as suspended solids, pathogens, oil, grease, air pollutants, pesticides, fertilizers, and animal wastes. In 1987, the federal government addressed this problem in amending the Clean Water Act by creating the National Pollutant Discharge Elimination System (NPDES). This program enables state water quality agencies to issue permits to cities and counties to develop, implement, and enforce runoff management programs. Therefore, respective cities and counties are responsible for regulating the harmful constituents of storm water runoff by regulating non-point source pollutants, and for developing methods for containing and treating storm water runoff.

Groundwater naturally contains a level of pollutants, which occurs when water contacts with rocks and soils and carries away dissolved solids. However, human activities further impact water quality by affecting the quantity and quality of water that eventually percolates back into the soil and recharges groundwater sources. High dissolved solids concentrations create objectionable odors, taste, and staining. In the Sacramento metropolitan area, the quality of groundwater is affected by three main factors: agricultural pollution, industrial pollution, and urban pollution in the form of storm water runoff. As with surface water contamination, storm water that washes over transportation facilities carry urban pollutants. When this untreated effluent percolates into the soil, some contaminants are filtered out before reaching the groundwater aquifer. Reductions in permeable surfaces limits percolation and associated filtration that treats these contaminants.

POTENTIAL ENVIRONMENTAL IMPACTS AND RECOMMENDED MITIGATIONS

Due to the programmatic nature of this EIR, the cumulative potential for adverse effects on water resources is assessed. The impact analysis identifies the potential impact of the Proposed Option on various water resources, but leaves the determination of the extent of the impact and the sensitivity of the resources that could be affected to later, project-specific environmental documentation. It is at this later stage of environmental review that precise project scopes, alignments, and configurations will be defined.

Criteria for Significance

Appendix G of the CEQA Guidelines (Environmental Checklist Form) suggests that a project may have a significant effect on the environment if it will:

- Violate Regional Water Quality Control Board water quality standards or waste discharge requirements.
- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.
- Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems to control.
- Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.
- Place within a 100-year floodplain structures which would impede or redirect flood flows.

Transportation projects and programs included in the Proposed Option that are located near surface water features could create a potential environmental impact.

Potential Effects of Projects and Programs in the Proposed Option

New or expanded transportation facilities have the potential to affect both surface and ground water supplies. Surface water quality could be adversely affected by construction and expansion of roadway and transit facilities. Storm water runoff that passes over these facilities can pick up pollutants and chemicals associated with urban and human activities. The affected runoff eventually reaches major surface water features such as rivers, streams, and lakes through natural drainage features or by man-made storm drainage facilities. Contamination of water resources from urban runoff, however, is expected to be very sporadic, mostly concentrated on a relatively few days during and after precipitation. Thus, short-event rainfall may have disproportionate impacts on water quality. A 1991 study conducted in Los Angeles indicated that bacterial standards for recreational water contact with polluted storm drains were violated more frequently in wet weather than in dry weather.⁵

New or expanded roadways could affect groundwater supplies by increasing areas impervious to surface runoff and hampering natural percolation into the soil. As a result, normal recharging of underground aquifers could be reduced, particularly impacting areas near stream channels where porous soils

⁵ Gold, *Beach Pollution Report*, 1991.

contribute extensively to groundwater recharge. Map 11 shows transportation projects included in the Proposed Option and their proximity to various surface water features.

Short-term construction impacts center around grading activities which could facilitate erosion, significantly increasing storm runoff sediments and polluting surface waters. EPA estimates that sediment runoff from construction sites without erosion control measures is typically 10-20 times that of agricultural lands⁶. These sediments clog storm drain facilities and damage aquatic habitats. Flooding impacts may increase with elimination or modification of existing drainage courses and resultant runoff.

In many cases where projects and programs in the Proposed Option could affect vernal pools and other wetlands, these wetlands are not specifically identified at this time. Rather, some projects in the Proposed Option could be located in close proximity to wetlands that occur only seasonally. In the project-specific environmental documentation for individual projects and programs in the Proposed Option, the lead agencies should determine the extent of the impact and the sensitivity of the water resources that could be affected based on field surveys. It is at this later stage of environmental review that precise project scopes, alignments, and configurations will be defined.

Impact: Potential for substantial degradation of water quality.

Projects and programs in the Proposed Option have the potential to degrade water quality due to storm water runoff from these facilities. Depending on the type of facility and its location and size, the potential impact on water quality could be significant. Under the requirements of the National Pollutant Discharge Elimination System (NPDES), however, local agencies must develop mechanisms to control and monitor discharge of urban runoff, and to meet management criteria and water quality standards developed by the U.S. Environmental Protection Agency and the California Regional Water Quality Control Board.

Recommended Mitigation:

1. Local agencies responsible for implementation of NPDES permits should develop methods to capture and treat storm water runoff from transportation facilities included in the Proposed Option.

Impact: Potential for substantial degradation or depletion of ground water resources.

Construction of transportation facility improvements included in the Proposed Option is not expected to result in withdrawals of ground water. More likely, water will be transported to construction sites for the purpose of mixing construction materials and wetting down dirt-covered surfaces. Therefore, construction of projects and programs in the Proposed Option is not expected to reduce or deplete ground water resources.

Recommended Mitigation: None required.

⁶ Sacramento County General Plan Conservation Element, December 1993.

Impact: Potential for substantial interference with ground water recharge.

As shown on Map 11, several transportation facility improvements proposed in the Proposed Option are proposed in close proximity to areas with good ground water recharge capability. Consequently, these transportation facility improvements have the potential to adversely affect ground water recharge in those areas. New and improved transportation facilities can increase the amount of impervious surfaces in areas with good ground water recharge capability, thereby decreasing the amount of annual recharge of the underlying aquifer.

Recommended Mitigation: None available to offset potential effects of transportation facility construction on ground water recharge capability. Potential impacts are likely to be unavoidable.

Impact: Potential for substantial flooding, erosion, or siltation.

Construction of transportation facilities included in the Proposed Option will create more impervious surfaces and will direct storm water into artificial drainage facilities. Where these drainage facilities lack the capacity to handle excessive storm water, or where these facilities become clogged, localized flooding could result.

In addition, grading associated with the construction of transportation facilities included in the Proposed Option could result in increased erosion, which in turn could result in increased sediment loads in storm water runoff. As with potential degradation of water quality due to storm water runoff, potential impacts from erosion from construction sites could be addressed through implementation of local NPDES permit requirements.

Recommended Mitigation:

2. During transportation facility construction, local agencies and Caltrans should construct and maintain drainage facilities with enough capacity to allow full drainage of storm water.
3. Local agencies responsible for implementation of NPDES permits should develop methods to capture and treat storm water runoff from transportation facilities included in the Proposed Option.

BIOLOGICAL RESOURCES

INTRODUCTION

This section of the EIR assesses biological resources within the Sacramento metropolitan area that might be affected by the Proposed Option. Rare, threatened, and endangered species and areas of ecological significance are both examined. This assessment is based primarily on the general plans of local jurisdictions, which in turn are based in large part on information from the California Department of Fish and Game Natural Diversity Data Base.

The information presented in this report is regional in scope. Data provided in this section should be considered preliminary and appropriate for general policy planning. Site-specific biological resource assessments will be necessary to determine project-level environmental effects and appropriate mitigation.

ENVIRONMENTAL SETTING

Several ecological communities are located in the Sacramento metropolitan area, including grasslands, mixed oak woodlands, mixed coniferous forests, riparian areas, wetlands, and other aquatic habitats. Marshes along rivers and streams support unique biological resources. In addition, the region provides an important nesting place, wintering ground, and feeding area for birds migrating between Canada and Mexico.

Terrestrial Biota and Habitats

The major types of plant communities in the Sacramento metropolitan area include urban, agriculture, greenbelts, oak savannahs, woodlands, mixed coniferous forests, grasslands, riparian areas, and wetlands.

Urban, Agriculture, and Greenbelts: Parts of the Sacramento metropolitan area are urbanized, as well as used for cattle grazing and farming. In fact, some of California's most productive farming activities are in the Central Valley. Urban and agricultural plant communities include cultivated crop and landscaping plant species used in urban development. Agricultural crops are usually monotypic and frequently require irrigation and fertilizers.

Urban landscaping, urban parks, and agricultural vegetation provide habitat to small mammals and birds. Tree rows on the edges of developed areas that serve as "wind breaks" also provide cover, nesting sites, and food sources for wildlife, especially birds. Habitat value is low, however, and is not comparable to native plant communities. Various animals have become adapted to human land uses, although wildlife use of agricultural areas is often considered a nuisance.

Some of the richest agricultural land in the country is found in the Sacramento Valley, with its alluvial soils that support a number of agricultural crops. Major crops in the Sacramento metropolitan area include rice, corn, tomatoes, fruit and nut orchards (including peaches, kiwi, and almonds, among others), and grain fields.

Mixed Coniferous Forests: Some mixed coniferous forests are found within the Sacramento metropolitan area in the more-shaded portions of the mountains. These areas include western Placer and El Dorado Counties, western Yolo County, and the far northeastern portion of Yuba County. These dense to moderately open forests are composed of tall needleleaf evergreen trees, including white fir, Jeffrey pine and sugar pine, with some shrubs and broad leaf trees. In Yuba County, the coniferous forest is mainly a mixed stand of ponderosa pine, Douglas fir, white fir, sugar pine, and incense cedar, but includes some oaks, madrone, and other hardwoods.

Oak Savannah and Oak Woodlands: The oak savannah is comprised of open grasslands with scattered blue oak trees and digger pines. The oak woodland community is comprised of 30 percent or more tree cover and include interior live oak, valley oak, and other medium tall or low broad leaf evergreens. The understory has herbaceous and shrub species. Oak savannahs and oak woodlands are important for their wildlife habitat value, soils development, and watershed protection.

The oak savannah and oak woodland also provide cover and food sources for many animal species. Acorns provide an important food source, and the dense canopy provide valuable nesting areas and cover. In the oak woodland, the dead limbs of older trees often are used as nesting or den sites for birds. Because of its habitat value for animals and scenic value for humans, many local jurisdictions have enacted ordinances to protect oak woodlands.

Chaparral: Chaparral communities contain dense vegetation, primarily woody shrub plants such as chamise, California lilac, and manzanita. This plant community is drought tolerant and fire hazardous, and provides cover, nesting, and food for a variety of wildlife. These communities may be located near oak woodlands and savannahs or near grasslands. Some of the chaparral areas in the region are located in eastern and northwestern Sutter and Placer Counties, western El Dorado County, southeast Sacramento County, northern Yolo County, and the central core of Yuba County.

Grasslands: Grasslands in the region are primarily non-native annual Mediterranean grasses. This plant community occurs over much of the landscape that is not urbanized or used for cattle grazing or farming. Annual grassland supports an array of native and introduced spring herbs as well. Common species may include wild oats, brome grass, fescue, and native wildflowers.

Grassland habitats also support a wide variety of small birds and mammals and a variety of predators. Many species that use riparian areas also use the grassland for part of their habitat needs as well.

Riparian Areas: Riparian vegetation is located along the banks of rivers, streams, creeks, and swales (slight depressions, sometimes swampy, in the midst of generally level land). Riparian plants are water-dependent and control bank erosion. Vegetation in these areas include live oak, valley oak, coastal live oak, box elder, poplars, willows, alders, and Oregon ash. Shrubs include elderberry bottom bush, coyote bush, Native California grape and poison oak. Non-wooded riparian plants include lady ferns, tule, cattails, sedges, bulrushes, blackberries, and strawberries.

Riparian corridors provide valuable wildlife habitat because of the water source, cover, migration corridors, and abundant food source. The presence of water attracts not only species using it for drinking, but also species dependent upon a water habitat.

Aquatic Biota and Habitats

Wetlands: Wetland habitats in the Sacramento metropolitan area occur along the margins of the rivers, creeks, sloughs, and channels, as well as in other seasonally and perennially wet areas such as vernal pools and ponds. Biologically productive wetlands are one of the most threatened wildlife habitats because they occur in the more easily developable and intensely used geographic areas. Wetland habitats and their biological productivity have been significantly reduced as a result of development, dredging, sedimentation, and pollution.

Wetlands are considered “waters of the United States” and as such are regulated by the Clean Water Act. Under federal regulations, wetlands are identified as follows:

“The term wetlands means those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetland generally include swamps, marshes, bogs, and similar areas” (33 CFR 328.3[b]; 40 CFR 230.3[t])⁷.

In addition to providing valuable habitat for a number of plant and animal species, wetlands perform valuable functions for humans as well. Wetlands provide flood protection in some areas by providing drainage areas for excess storm waters, and they allow for ground water recharge. Where storm water runoff contains contaminants such as oils, grease, and other toxics, wetland areas provide a means of filtering these contaminants. Wetlands also provide recreational and aesthetic value to people and scientific value to researchers who seek additional information on the effects of wetlands on both human and wildlife populations.

Wetlands are typically characterized by the following conditions:

- Periodically saturated or covered with water
- Typically undrained and hydric soils
- Hydrophytes (“water loving” plants).

In the Sacramento metropolitan area, several types of wetlands provide habitat for a number of plant and animal species. These wetlands include overflow areas adjacent to the region’s rivers, lakes, streams, and creeks, vernal pools, and freshwater marshes.

Plant and Animal Species of Special Concern

A compilation of special-status wildlife species is available from SACOG, taking information contained in the environmental documentation for the following general plans:

- Placer County General Plan (1994)
- El Dorado County General Plan (1994 - Subsequent 1996 General Plan was rescinded by Court order)
- Sacramento County General Plan (1993)

⁷Cylinder, et al, Wetlands Regulation: A Complete Guide to Federal and California Programs, 1995.

- Sutter County General Plan (1996)
- Yuba County General Plan (1996).

Since Yolo County's County's General Plan was last updated in 1983, Information on special-status plants and animals potentially found in Yolo County was obtained from a Yolo County study titled *Inventory of Wetlands and Riparian Habitats* (June 1990).

The information included in these general plan documents has itself been taken from several sources, including the following:

- California Department of Fish and Game, Natural Diversity Data Base
- California Native Plant Society
- Existing environmental documents

The list is neither exhaustive or complete. The Natural Diversity Data Base is constantly being updated and expanded, and at any point in time may not reflect species which have been sighted but not yet entered into the database. The Natural Diversity Data Base does not replace the need for conducting field work at the time that project-specific environmental documentation is prepared for projects and programs in the Proposed Option for the 1999 MTP.

Areas of Ecological Significance

The Significant Natural Areas Program is administered by the Department of Fish and Game and is designed to encourage recognition of the state's most significant natural areas. Significant natural areas (SNAs) have no legal status, but they have been identified in response to a legislative mandate (AB 1039) to raise the level of awareness about California's natural diversity and to identify opportunities for which cooperative efforts can conserve important biological resources.

DFG has used only the Natural Diversity Data Base to identify SNAs in each county. The exact boundaries of SNAs have not been established because thorough field studies have not been completed. SNAs have been identified on the basis of ecological value along; geological or cultural resource values have not been included in the inventory. To qualify as an SNA, a site must meet one of the following four criteria:

- The species or community (element) is extremely rare
- The site has a collection of three or more rare elements
- The element is the best example (relatively undisturbed condition), or
- The element is a center of high diversity.

In addition to SNAs, many local agencies have identified additional areas of ecological significance through the development of their general plans.

POTENTIAL ENVIRONMENTAL IMPACTS

Criteria for Significance

Appendix G of the CEQA Guidelines (Environmental Checklist Form) suggests that a project may have a significant effect on the environment if it will:

- Adversely impact, either directly or through habitat modifications, any endangered, rare, or threatened species, as listed in Title 14 of the California Code of Regulations (sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (sections 17.11 or 17.12).
- Have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.
- Have a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service.
- Adversely impact federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) either individually or in combination with the known or probable impacts of other activities through direct removal, filling, hydrological interruption, or other means.
- Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites.
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan.

Potential Biological Resource Impacts

Potential impacts on biological resources are generally described in this section. More detailed evaluations will need to be conducted on a project-by-project basis to determine the exact resources found within transportation project sites.

Implementation of various projects and programs in the Proposed Option may affect biological resources. Potential impacts may occur from the construction of transportation facilities and their operation and existence. Construction can result in the removal of physical habitats because of cut, fill, and other grading activities. There could be direct losses of vegetation, destruction of less-mobile wildlife, and erosion and siltation hazards. Loss of nutrients from soil- and water-runoff, potentially resulting in adverse impacts on plant and animal communities, are also indirectly related to construction activities.

Transportation facility construction and operation can encroach upon remaining wetlands and aquatic

environments not only from construction activities, but from shading and alteration of climate in and around natural resource areas, and the creation of additional noise and vibration. These changes to the natural environment can reduce habitat value for existing wildlife. Encroachment in these areas can cause reduction in food supply, shelter, and nesting/breeding habitats to a wide variety of animals and plants. In turn, the abundance and diversity of the animal species could be adversely affected by such disturbances. In addition, increased siltation and sedimentation of water resources may further degrade the freshwater environments. If prey populations decrease, predator populations would also decline or be displaced to undeveloped areas. Wildlife that is dependent upon riparian areas would be particularly sensitive to habitat degradation, because there are few alternative locations with similar habitat characteristics.

In summary, significant adverse impacts to biological resources resulting from implementation of the Proposed Option may include the following:

- Potential degradation of sensitive habitats - by reduction of vegetation types, conversion of natural vegetation to urbanized uses and non-native species, and reduction of wildlife habitat and native wildlife species
- Potential impacts to endangered and threatened species - either by direct impact onto the species itself or encroachment into areas of ecological significance by such species. This includes the possible interference with the movement of resident or migratory fish and wildlife species.
- Potential adverse exposures to biota and habitats from siltation, erosion, and releases/resuspensions of contaminated sediments.

The purpose of this programmatic EIR is to identify the potential impacts that might occur with the implementation of the Proposed Option for the 1999 MTP. This particular section is intended to act as a resource to local jurisdictions as they prepare project-specific environmental documentation prior to construction of proposed projects in the Proposed Option. Such documents should focus on the specific impacts that may result from implementation of transportation projects and programs once precise project location and size is determined, and develop specific programs to mitigate adverse impacts to biological resources.

Recommended Mitigation

Local agencies and Caltrans should carry out all necessary surveys prior to completion of the permit process for specific projects to determine the actual project-specific biological resource impacts, and develop appropriate mitigation measures for approval by applicable state and federal agencies.

CULTURAL AND HISTORIC RESOURCES

INTRODUCTION

A rich and varied collection of cultural resources illustrates the diverse origins and growth of the Sacramento metropolitan area. These resources fall into five broad categories: building, site, structure, object, and district. Identifying important cultural resources involves surveys in the areas of archeology, paleontology, prehistory, ethnography (branch of archeology involving the classification and description of primitive human cultures), history, and government landmarks.

ENVIRONMENTAL SETTING

Prehistory

Due to a combination of moderate climate and abundant natural resources, the Sacramento metropolitan area has been occupied by humans for several thousand years. Evidence suggests that Native Americans in the Central Valley were living along the river banks as early as 4,000 to 5,000 years ago. The Windmill mound (SAC-107) near the Cosumnes River in Sacramento County is dated by radiocarbon technique to be 3,500 years old. The "Capay Man" was recovered from a stream bank near Capay in Yolo County. While the remains did not have associated cultural materials and have not been dated, indirect evidence indicates that the Capay Man may have been buried between 2,000 to 4,000 years ago⁸. Since the remains of the Capay Man were buried over six feet within fairly consolidated calcareous alluvium, other prehistoric artifacts in the metropolitan area may be buried under natural sediments of substantial depth.

Ethnography

Three aboriginal populations lived in the area (see Map 12). They were the Nisenan (also referred to as the Southern Maidu), Eastern Miwok, and Patwin. Native Americans grew in numbers sporadically between 5,000 years ago and before the arrival of the Spanish in the late 18th century. By the beginning of the first millennium A.D., the Indians were living in the more favorable environmental niches of the area, thanks to the discovery of acorns that could be used as a food staple throughout the year.

The Nisenan/Southern Maidu territory was the drainage of the Yuba, Bear, and American Rivers and the lower drainage of the Feather River. Three different groups of the Nisenan were the Northern Hill Nisenan, Southern Hill Nisenan, and the Valley Nisenan. Several archeological sites of significance have been found in the City of Roseville (along Strap Ravine) and along the river terraces in Sacramento County.

Of the five different groups which comprised the Eastern Miwok, the Plains Miwok lived in this area. This culture inhabited the lower reaches of the Mokelumne and Cosumnes Rivers and both banks of the Sacramento River from Rio Vista to Freeport. Most of the known settlements of the Plains Miwok were

⁸ Moratto, Michael J. California Archeology. Academic Press. 1984.

located on natural levees and knolls along major rivers. Many archeological sites of this group have been discovered in Sacramento County.

The Patwins were composed of different cultural groups and once occupied the southern portion of the Sacramento River Valley to the west of the river. The River Patwins were located along a strip on both sides of the Sacramento River, several miles below Stony Creek south to just above the mouth of the Feather River.

After 1770, Indian populations declined and settlement patterns were disrupted within the Central Valley from Spanish colonial expeditions and mission recruitment. However, epidemics of malaria in the early to mid 1800's and early American settlements after 1848 contributed significantly towards the rapid decline in Native American populations.

Early American Settlements

The pace of physical change to the landscape and the construction of adobes and other structures widened as the missions were disbanded in the 1830s and Mexican settlers took title to the land. Agriculture, grazing, and mining activities led the establishment of permanent settlements and urban centers. The natural environment began to change rapidly as cattle and other domesticated animals grazed the land, as woodlands were cut for fuel and lumber, and as native vegetation gave way to imported grasses and plants, spread by the settlers and their livestock.

Gold Rush

Gold was first discovered north of the American River and on the Yuba River in the vicinity of Marysville by Jonas Spector in April 1848. Hydraulic mining of gold introduced huge quantities of rock, sand, and mud into and adjacent to the mountain waterways. Some of the tailings associated with gold mining - particularly in and around the City of Folsom - have contributed towards the City's historic significance.

Subregional Setting

The following is a brief overview of the history of the counties in the Sacramento metropolitan area.

Sacramento County: The County of Sacramento was one of the original 27 counties in California. The word Sacramento came from the river which was discovered by the first Spanish explorers. The county experienced its share of settlers who came to trap, mine, and farm in the mid 1800s. The area's wealth in fur, gold, and soil drew settlers from diverse backgrounds. The City of Sacramento was first settled in 1839 and incorporated in 1849. With the discovery of gold, the city became home to many of the prospectors and other settlers.

Sutter County: The County of Sutter was named in honor of General John A. Sutter. Yuba City - the county seat - was founded in 1849 as a gold rush development which later became a marketing center for the surrounding agricultural area.

Yolo County: By the mid 1800s, much of the Yolo region had been deeded into large Spanish land grants, though some sites were available for homesteading. Many settled and cleared the land to farm. The big dry cattle ranches of the late 1840s were soon replaced by smaller farms with irrigation. Railroads helped push development and new towns began. A few areas along the Sacramento River became steamboat landings and ferry service centers, where agricultural products could be shipped easily. Yolo County was established in 1850 and the City of Woodland became the county seat in 1862. The word Yolo (or Yo-doy) was the name of an Indian tribe and is said to mean “a place abounding with rushes.”

Jerome C. Davis homesteaded the north side of Putah Creek in 1868 and called his town Davisville. Davisville had the first railroad station in Yolo County. The station was important in the shipment of grain. Remains of an Indian village are covered by part of the old town site, now known as the City of Davis.

Yuba County: Yuba County was organized in 1850. Its development was also influenced by gold mining, agriculture, and railroad activities. Marysville flourished as the county seat due in part to being the terminal point of rail lines in the area.

El Dorado County: The discovery of gold in 1848 at Sutter’s Mill near Coloma sparked the mass migration of people from all over the world to the area. Between 1848 and 1852, boom towns appeared overnight. Some of these towns have disappeared, leaving few obvious traces of the former settlements, while others continue to flourish. Some towns have undergone changes over the years, such as the frontier town of Hangtown, which later became Placerville.

Placer County: In 1851, Placer County was organized from areas originally belonging to Sutter and Yuba Counties. The name Placer is an old Spanish word referring to surface mining. During the early times, placer mining was the principal method employed and the placers were among the richest in California. In addition to mining, agriculture and the railroads played a large role in the development of the county and its cities.

Archeology

The interpretations and designations of cultural resources in various areas are in technical reports stored at three California Archaeological Inventory centers: Northwest Information Center at Sonoma State University (for Yolo County sites), Northeast Information Center at California State University-Chico (for Sutter County sites), and the North Central Information Center at California State University-Sacramento (for Sacramento, Yuba, Placer, and El Dorado County sites). These reports reflect the presence of known archaeological sites, known geological, soil biological, hydrological, and topographical features, and the experience of archaeologists familiar with the field occurrences of such resources in the area.

Numerous recorded archeological sites exist in the Sacramento metropolitan area whose presence (though not specific locations) are acknowledged in the general plans of many cities and counties. The most common attributes associated with these sites are habitation debris, burials, and lithic scatter.

Dense concentrations of sites have been found along rivers and streams, including the Cosumnes, American, and Sacramento Rivers. Significant finds in recent years are excavations at the Sutter Buttes, King Brown site, Jonson site, Blodgett site, and the Deterding and Governor's Mansion sites. The issue of prehistoric sites being buried in deep sediments has occurred repeatedly. An archeological deposit was found near Arcade Creek, north of Sacramento, under nine feet of natural soil.

National Register of Historic Places

The National Register of Historic Places is the official list of the Nation's recognized cultural resources. Authorized under the National Historic Preservation Act of 1966, the National Register is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect our historic and archaeological resources. The National Register is administered by the National Park Service under the Secretary of the Interior. Properties listed in the National Register include districts, sites, buildings, structures, and objects that are significant to American history, architecture, archaeology, engineering, and culture. These resources contribute to an understanding of the historical and cultural foundations of the Nation.

The National Register includes:

- All historic areas in the National Park System
- National Historic Landmarks which have been designated by the Secretary of the Interior for their significance to all Americans
- Properties significant to the Nation, State, or community that have been nominated by the States, Federal agencies, and others and have been approved by the National Park Service.

The Sacramento metropolitan area has a large number of historic resources that are listed on the National Register of Historic Places. A list of these resources is available from SACOG.

Local Government Historic Preservation Activities

Figure 17 summarizes the historic preservation activities of local cities and counties in the Sacramento metropolitan area. Several jurisdictions have ordinances in place which focus on historic preservation. Jurisdictions that do not have specific historic preservation ordinances in place conduct archeological or historic surveys and part of the environmental analysis for specific development projects when potentially significant historic and cultural resources are known or suspected. The general plans of many local jurisdictions include a listing of locally recognized historic resources.

Section 4(f) Requirements

Historic and cultural resources are also protected under regulations of the National Historic Preservation Act and the Department of Transportation Act of 1966. Section 4(f) of the Transportation Act requires a comprehensive evaluation of all environmental impacts resulting from federal-aid transportation projects administered by the Federal Highway Administration, Federal Transit Administration, and Federal Aviation Administration that involve the use - or interference with use - of several types of land:

- Public park lands
- Recreation areas
- Wildlife and waterfowl refuges
- Publicly or privately owned historic properties of federal, state, or local significance.

This evaluation - called the Section 4(f) statement - must be sufficiently detailed to permit the U.S. Secretary of Transportation to determine that:

- There is no feasible and prudent alternative to the use of such land
- The program includes all possible planning to minimize harm to any park, recreation area, wildlife and waterfowl refuge, or historic site that would result from the use of such lands.

If there is a feasible and prudent alternative, a proposed project using Section 4(f) lands cannot be approved by the Secretary. If there is no feasible and prudent alternative, the proposed project must include all possible planning to minimize harm to the affected lands.

Detailed inventories of the locations and likely impacts on resources that fall into the Section 4(f) category are required in project-level environmental assessments.

Applicable Policies and Regulations

Archaeologic and paleontologic resources are frequently uncovered during construction of development projects, while historic resources are generally known. Strict mitigation and protection measures are required whenever such resources are discovered. In addition, there is a general requirement that a cultural resource survey and environmental analysis be prepared prior to commencement of any action, development, or land use change subject to CEQA or NEPA on lands subject to federal jurisdiction or for projects involving federal funds.

Figure 17
Local Preservation Programs in the Sacramento Metropolitan Area

Jurisdiction	Components of Local Programs			Use for Information on Cultural/Historic Resources							
	Ordinance	Element	Commission	Designation	Districts	Assistance	National Register	CEQA Review	Section 106 Review	Publications	Public Awareness
Auburn	✓		✓	✓	✓					✓	✓
Davis	✓		✓	✓				✓	✓		✓
Live Oak	✓			✓							
Marysville								✓		✓	✓
Placerville	✓		✓		✓		✓			✓	✓
City of Sacramento	✓		✓	✓	✓		✓	✓	✓		✓
Winters	✓	✓	✓					✓		✓	
Woodland	✓	✓	✓	✓	✓		✓	✓	✓		✓
Yolo County	✓	✓	✓	✓							

Source: California Department of Parks and Recreation, *Survey of Surveys: A Summary of California's Historical and Architectural Resource Surveys, 1989*

Note: The City of Live Oak adopted a local historic preservation ordinance after the 1989 Survey of Surveys was completed.

POTENTIAL ENVIRONMENTAL IMPACTS AND RECOMMENDED MITIGATION

Impacts on cultural and historic resources are generally described in this section. More detailed evaluations will need to be conducted on a project-by-project basis to determine the exact resources found near proposed transportation projects included in the Proposed Option.

Criteria for Significance

Appendix G of the CEQA Guidelines (Environmental Checklist Form) suggests that a project may have a significant effect on the environment if it will:

- Cause a substantial adverse change in the significance of an archaeological resource as defined in Section 15064.5 of CEQA.
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of CEQA.
- Directly or indirectly destroy a unique paleontological resource or site or unique geologicw feature.
- Disturb any human remains, including those interred outside of formal cemeteries.
- Disrupt or adversely affect a prehistoric or historic archeological site or a property of historic or cultural significance to a community or ethnic or social group, or a paleontological site except as a part of a scientific study
- Conflict with established recreational, educational, religious, or scientific uses of the area. For the purposes of this report, this criterion for significance includes possible conflicts with the use of lands subject to Section 4(f) of the Transportation Act of 1966.

In addition, the following criterion of significance is used to determine potential impacts to cultural and historic resources that may result from implementation of the Proposed Option:

- Location in areas deemed “sensitive” for containing potentially significant but unknown prehistoric or historic sites, primarily along water bodies such as rivers, streams, and lakes.

Potential Cultural and Historic Resource Impacts

Impact: Transportation projects and programs included in the Proposed Option for the 1999 MTP may be located in close proximity to known historic resources such as structures and archeological sites. Depending on the location and size of these transportation projects and the type of work to be undertaken, construction of transportation projects in the Proposed Option could disrupt or significantly affect known prehistoric or historic sites and structures. These potential impacts are considered significant and adverse.

Recommended Mitigation

1. Local agencies and Caltrans should consult with appropriate archeological or historic information center clearinghouses to identify known cultural and historic resources that could be affected by transportation improvements included in the Proposed Option. Initial studies completed for specific projects in the Proposed Option should assess the potential for damage to known historic resources, and the environmental documentation for these projects should include measures to preserve and protect affected historic resources.

Impact: Transportation projects and programs in the Proposed Option could interfere with established recreational, educational, religious, or scientific uses of the areas in which they are located, including areas subject to Section 4(f) requirements. Examples include bridges over waterways in parks and preserve areas (i.e. American River Parkway, Discovery Park, etc) and projects that may affect state recreation areas (including new bicycle and pedestrian facilities). Potential impacts to lands subject to Section 4(f) requirements are considered significant and adverse.

Recommended Mitigation

2. Local agencies and Caltrans should prepare Section 4(f) statements as part of the environmental documentation for specific projects and programs in the Proposed Option, when it is determined that specific projects may adversely affect Section 4(f) lands. These statements would include appropriate mitigation to offset significant and adverse effects on Section 4(f) lands.

Impact: Implementation of transportation projects and programs in the Proposed Option may also create potentially significant impacts in areas deemed sensitive for containing unknown cultural resources. This is particularly true for projects to be built or modified along or over natural waterways. For prehistoric sites to exist, ancient human activity had to leave physical remains, and subsequent environmental conditions had to preserve rather than destroy those remains. Preservation occurs best along rivers and streams, where water movement is slower and sedimentation rates are higher. Thus, in areas which possess a long history of Indian habitation, the likelihood of discovering previously undisturbed cultural resources is good.

Construction activities may uncover unknown cultural resources, thereby exposing them to potential vandalism. Such activities displace artifacts from their original context and integrity, which minimizes their potential for contributing to further studies of prehistoric or historic cultures. Potential impacts to unknown cultural/historic resources are considered significant and adverse.

Recommended Mitigation

3. At the project-specific environmental review stage, local agencies and Caltrans should conduct an archaeological records search with the archaeological inventory centers to determine to whether there is a potential for specific transportation projects to adversely affect cultural resources. If indicated by the results of the search, a complete archaeological field survey should be conducted by a qualified professional archaeologist. If the field survey identifies the potential for significant cultural resources, apply appropriate mitigation measures as identified by the State Office of Historic Preservation.

AESTHETICS AND VIEWS

INTRODUCTION

The aesthetic appearance of the Sacramento metropolitan area is a function of both the natural landscape and man-made elements that create an urban design. Because transportation facilities can have a major influence on human perception of the visual environment, this section addresses the general aesthetic landscape of the region and assesses the potential impacts from region-wide construction of at- and above-grade facilities.

ENVIRONMENTAL SETTING

Significant Visual Resources

The bulk of the Sacramento metropolitan area is located in the Sacramento Valley, a basin generally bounded by the Sierra Nevada mountain range to the east and the coastal ranges to the west. Topography in the Sacramento valley is generally flat, with relief anywhere from slightly below sea level near the Sacramento/San Joaquin Delta to over 2,150 feet above sea level at the Sutter Buttes. The network of rivers that drain the Sierra Nevada ranges and Central Valley are a key aesthetic component of the natural landscape. These include the American and Feather Rivers, both of which converge on the Sacramento River, the state's largest and longest river, for eventual outlet into the San Francisco Bay. The Cosumnes River in south Sacramento County supports a significant wetlands estuary. The Bear and Yuba Rivers - which converge on the Feather River - make up part of the landscape in Yuba County.

The eastern portion of the region - Placer and El Dorado Counties - is located in the Sierra Nevada mountains and foothills. Topography in this area varies greatly, with gently rolling hills in the western portion and steeper, more mountainous terrain in the east. Many of the hills in Placer and El Dorado Counties have steep slopes, with intermittent creeks dividing the landscape. Consequently, a substantial portion of Placer and El Dorado Counties remains in open space use, distinguished by large expanses of rugged, densely wooded and undeveloped hillsides with scattered areas of rural residential and commercial uses. The flatter western portions of the counties have been historically and are still used for grain cultivation and pasture.

The natural landscape in the Sacramento metropolitan area has been modified by several man-made elements, including the Sacramento Deep Water Ship Channel in Yolo County and Folsom Dam in Sacramento County. In addition, an extensive flood control system which includes levees, overflow weirs, draining pump plants, and bypass channels exists to respond to the pervasive threat of flooding.

With respect to urban form, the Sacramento metropolitan area is characterized by several urban centers, including the Sacramento, Davis, and Yuba City-Marysville urbanized areas. These urbanized areas have experienced much of the population growth and urban growth experienced by other urban centers in the Central Valley. However, the urbanized landscape covers a small fraction of the total region. As discussed in the Land Use section, much of the Sacramento metropolitan area is rural and is characterized by large areas of agricultural cropland and pasture land.

Transportation facilities in the area are another man-made element that characterizes the urban area. The region's central location in the state and proximity to the San Francisco Bay Area have resulted in a network of freeways and railroad facilities. A number of at-grade intersections or highways are sometimes the only urban improvements through agricultural, rural lands.

Transportation systems have a major influence on human perception of the visual environment. In urban areas, roadway rights-of-way comprise 20-30 percent of total land area. As most vehicular movement occurs along transportation corridors, their placement largely determines what parts of the area will be seen. Even for people not using the transportation system at a particular time, or who never use certain modes of travel, transportation systems are usually a dominant element of the visual environment.

Viewsheds and visual quality are affected by air quality and more specifically, visibility. In the Sacramento metropolitan area, high pollutant emissions - combined with poor natural ventilation in the air basin - result in degraded visibility. Of particular note are photochemical smog and airborne particulates, finely divided solids or liquids such as soot, dust, aerosols, and mists that absorb sunlight, producing haze and reducing visibility.

Designated State and Local Scenic Highways

Map 13 shows state and locally designated scenic highways in the Sacramento metropolitan area, only two of which are designated as state scenic highways (Route 160 in south Sacramento County, and Route 50 east of Placerville). The remainder are locally designated highways or streets. These designations represent a recognition of the high scenic and visual qualities of these corridors. Specific design guidelines are required by local regulation for all designated highways, and the state-designated corridors must be reviewed when improvements are proposed to determine if the highway will remain eligible for designation as a scenic corridor.

POTENTIAL ENVIRONMENTAL IMPACTS

The purpose of this analysis is to prepare a regional assessment of the potential visual impacts of the Proposed Option for the 1999 MTP. A transportation project can significantly alter the physical environment and its visual character. The concern over the environmental impact of a transportation project often is based on how it will affect the overall visual character of an area, rather than on the particular visual resource it could displace. Environmental settings such as wilderness areas, rivers in the National Wild and Scenic Rivers System, parks, recreation areas, wildlife and waterfowl refuges, and historic districts, sites, buildings, and structures are paramount visual resource concerns identified by Federal law.

Criteria for Significance

Appendix G of the CEQA Guidelines (Environmental Checklist Form) suggests that a project may have a significant effect on the environment if it will:

- Have a substantial adverse effect on a scenic vista.
- Substantially degrade the existing visual character or quality of the site and its surroundings.

- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

For the purposes of this analysis, significant aesthetic impacts are defined as follows:

- Disruptions to important views or adjacent landforms
- The introduction of new visual elements in an existing and established landscape
- Improvements affecting state- or county-designated scenic highways.

Potential Aesthetics and Views Impacts

In general, most of the improvements proposed in the Proposed Option would occur in existing roadway or rail right-of-way corridors or are modifications to existing facilities. Road widenings involving two lanes or less are assumed to be within the existing right-of-way, minimizing the potential visual encroachment of surrounding lands. Most road widenings and interchange modifications are considered to have a potential impact that is less-than-significant since they occur in corridors that already have established visual features of the environment. Additional paving, narrowing of the buffer between traffic directions, and removal of mature vegetation, however, could reduce the visual quality along some existing corridors. Site-specific environmental reviews should identify such impacts and develop specific mitigation measures to protect visual quality.

The following types of improvements are considered to have potential impacts that are significant:

- New roadways, interchanges, and bridges
- New rail extensions (as opposed to increased service on existing rail corridors)
- Road widenings greater than two lanes
- Improvements affecting designated state or local scenic routes.

New roadways and interchanges create different types of visual impacts in rural and urban environments. In the rural setting, these facilities introduce a new visual element in the landscape and interrupt vistas. New transportation facilities in urban corridors increase visual clutter in the corridor and disrupt the visual pattern of existing urban development. Road widenings greater than two lanes also have a different impact in the rural and urban setting. Widenings in rural corridors can permanently alter natural features through grading, the addition of fill, and the removal of vegetation. In the urban context, widenings in existing corridors can remove established familiar physical features and block urban vistas. Improvements along designated state or county scenic corridors are considered significant because of the recognized high visual quality of these corridors.

New rail extensions and new stations introduce a new type of visual element in corridors. As with new highway facilities, new rail transit facilities can disrupt views, physically intrude in established communities, introduce visual nuisances - such as glare and reflection - and increase ambient light levels for adjacent neighborhoods.

Short-term impacts to visual resources may occur from construction-related activities as well, including the following:

- Blockage of views by construction equipment and staging areas in both rural and urban environments
- Disruption of the established landscape by temporary signage
- Increases in dust and particulates in the air caused by grading and transport of fill to and from construction sites.

These potential impacts can degrade the quality of the visual environment and can occur in conjunction with any type of transportation improvement. The more complex the proposed project, however, the greater the degree of visual impact caused by the construction activity. Thus, operational improvements would have much less of a short-term visual impact than a road widening or a new transportation facility.

The location, size, and access to staging areas for construction equipment are all important factors that can interrupt views. In the urban setting, staging areas abruptly change the visual context. In rural areas, they can interrupt panoramic vistas. Temporary signage - although essential during roadway construction, reconstruction, or maintenance - adds to the visual clutter in both urban and rural settings and can block significant views.

The Proposed Option includes the types of improvements that are considered to have potential aesthetics and views impacts that are considered significant. Because it is very difficult to completely mitigate the visual effect of new structures, the potential impacts are considered unavoidable. A general mitigation strategy is recommended, however, to reduce visual and aesthetic impacts to the degree possible.

RECOMMENDED MITIGATION

Local agencies and Caltrans should apply design review procedures as appropriate and necessary to minimize adverse effects of new construction.

UTILITIES AND SERVICES

INTRODUCTION

Although public utilities within the Sacramento metropolitan area are operated and maintained separately from the transportation system by various agencies, they often share the right-of-way or are built and maintained in easements adjacent to transportation facilities. This section identifies the public utilities that agencies responsible for transportation system construction and maintenance come into contact with on a regular basis.

ENVIRONMENTAL SETTING

Gas and Electric

Several gas and electric service purveyors operate in the Sacramento metropolitan area:

- Pacific Gas and Electric (PG&E) provides electric service to El Dorado, Yolo, Yuba, Sutter, and large portions of Placer County; PG&E also provides gas service to the entire metropolitan area.
- The Sacramento Municipal Utilities District (SMUD) supplies electric service to Sacramento County and to a five-square-mile area in the Dry Creek/West Placer area west of the City of Roseville.
- The City of Roseville supplies its own electrical service to its residents with power purchased from the Western Area Power Administration (WAPA).

Telephone

Local phone service is provided primarily by Pacific Bell, although a number of independent telephone companies operate in the metropolitan area as well. Long distance telephone service is provided by several carriers, including AT&T, MCI, and Sprint, among others. AirTouch Cellular and AT&T Wireless provide cellular telephone service to much of the metropolitan area.

Sewer Disposal and Treatment

Each county operates its own secondary or advanced system of sewage disposal and treatment to recover and properly refine the sewage before disposal. Primary treatment refers to the physical chemical treatment of wastewater; secondary treatment involves continuing the process with biological decomposers to rid the effluent of living organisms. Tertiary treatment, not yet in practice in many areas, consists of stripping the ammonia from the secondary treated outflow. At the completion of the process the former sewage is fit to drink.

The Sacramento Regional County Sanitation District serves most of Sacramento County residents. SRCSD is responsible for operating the wastewater treatment plant, located in Freeport. This county-wide facility is capable of processing up to 300 million gallons of sewage daily. The plant is designed as a secondary treatment plant at this time. In addition to running this plant, SRCSD is responsible for maintaining large interceptors conveying wastewater from collection points within the city and constructing new interceptors as needed.

In Yolo County, established sewerage exists in the concentrated urban centers of Davis, Winters, and Woodland, though they use septic tanks in the more rural areas. Most of rural Yuba and Sutter County residents are served by individual septic systems as well. The cities of Yuba City and Live Oak operate their own city-wide treatment plants. In Yuba County, there are four small treatment plants that serve the communities of Marysville, Linda, Olivehurst, and Wheatland.

Placer County has 37 separate community wastewater systems. In addition, numerous onsite sewage systems serve rural, outlying, and low population density areas. In El Dorado County, the El Dorado Irrigation District operates and maintains a total of five wastewater systems. The Georgetown Divide Public Utility District operates one community disposal system in the Auburn Lake Trails Subdivision On-Site Wastewater Disposal Zone, and manages on-site disposal for the remaining 950 lots in the zone. The South Lake Tahoe Utility District operates the wastewater systems in the vicinity of South Lake Tahoe. The remainder of the County is sewerred, with individual homes using on-site septic systems.

Water

Each of the counties is responsible for procuring water for its residents. In Sacramento County, there are 28 water purveyors which the Sacramento County Water Agency (SCWA) is responsible for coordinating. Most of Yolo County's water originates as rainfall. Indian Valley Reservoir is the one reservoir in Yolo County, and the Tehama-Colusa Canal empties water into Bird Creek in Yolo County. In Placer County, the Placer County Water Agency supplies water for the majority of the county. Sutter County residents are served primarily by four major water suppliers - the City of Yuba City, the City of Live Oak, Hillcrest Water Company, and the Sutter Community Service District. In Yuba County, fourteen different public agencies or districts - in addition to several private water companies - provide residential and agricultural water. In El Dorado County, the responsibility for water supply rests with the El Dorado County Water Agency.

Solid Waste

Each county also provides for its own solid waste facility needs. Sacramento County has nine active solid-waste facilities, including three transfer stations and two landfills. Yolo County operates one landfill located about five miles northeast of Davis. Yuba-Sutter Disposal Inc. operates the largest landfill within Sutter and Yuba Counties, although smaller facilities existing in more remote areas of Yuba County. Beale Air Force Base operates its own solid-waste facility for base operations only. Placer County operates the Western Regional Sanitary Landfill south of Lincoln and another landfill outside of the metropolitan area north of Tahoe City. El Dorado County owns the Union Mine Disposal Site and leases the operation of the facility to El Dorado Landfill Inc.

Emergency Services

Fire, law enforcement, and medical services are provided by a number of agencies throughout the metropolitan area. Law enforcement is generally provided by city police and county sheriffs, with the exception of the State Police and the University of California-Davis (which employs its own fire department as well). Fire suppression is the responsibility of various fire districts, which often employ paramedics for emergency medical services. Although some cities - most notably the City of

Sacramento - have started their own ambulance services, many cities and counties contract ambulance services to private companies.

POTENTIAL ENVIRONMENTAL IMPACTS AND RECOMMENDED MITIGATIONS

Projected population increases will most likely increase the demand for utilities and services, thereby potentially creating an impact on these services. If substantial growth would occur as a result of MTP implementation, then secondary impacts to utilities and services would need to be analyzed in this section. Secondary impacts would arise from the increased demand for services resulting from increased population growth. As indicated in the Population and Housing section, however, implementation of the Proposed Option for the MTP is not expected to induce substantial population growth beyond that anticipated by local agencies. Therefore, only the potential impacts to utilities and services that would result directly from implementing the Proposed Option are evaluated in this section.

Criteria for Significance

Implementation of the Proposed Option will be considered to create potential significant impacts if it will result in potential hazards or disruptions in utilities or services. Construction and maintenance activities associated with implementation of the Proposed Option that results in increased need for services which may not be anticipated will be considered a potential significant impact.

Gas and Electric Services

Impact: Construction of proposed transportation facilities in the Proposed Option may uncover and possibly sever underground gas or electric lines, thereby creating a potential risk of explosion or electrical blackout. Prior to construction, however, project proponents are required to procure gas, electric, telephone, water, and sewer diagrams and develop construction plans to avoid such facilities or relocate them. Because this measure is implemented as a matter of practice, the potential impact to utility lines should be reduced to a less-than-significant level, and no mitigation is required.

Impact: The Proposed Option includes proposed extensions of light-rail facilities. Extensions of the light-rail system will require more electricity production to accommodate increased operations. This is considered a potential impact. The Sacramento Regional Transit District (RT) and the Sacramento Municipal Utility District (SMUD) have been coordinating their efforts to ensure that SMUD has the ability to accommodate the electrical needs of an expanded light rail system. Therefore, the potential impact identified above is considered less-than-significant and no mitigation is required.

Telephone

Impact: Construction of proposed transportation facilities in the Proposed Option may uncover and possibly sever underground communication lines, thereby blocking telephone services to nearby residents and businesses. Prior to construction, however, project proponents are required to procure gas, electric, telephone, water, and sewage diagrams and develop construction plans to avoid such facilities or relocate them. Because this measure is implemented as a matter of practice, the potential impact to utility lines should be reduced to a less-than-significant level, and no mitigation is required.

Water

Impact: Construction of proposed transportation facilities in the Proposed Option may uncover and possibly sever water lines, thereby cutting off water supplies to nearby residents and businesses. Prior to construction, however, project proponents are required to procure gas, electric, telephone, water, and sewage diagrams and develop construction plans to avoid such facilities or relocate them. Because this measure is implemented as a matter of practice, the potential impact to utility lines should be reduced to a less-than-significant level, and no mitigation is required.

Impact: Construction and maintenance of proposed transportation facilities in the Proposed Option may require the use of water to mix materials, wash down surfaces, or wet down dirt-covered surfaces to minimize releases of particulate matter. Even though drought conditions have eased recently, water supply in the region is still limited since both surface water and groundwater sources have experienced excessive withdrawals. Therefore, the potential for increased use of water in transportation facility construction and maintenance is considered a significant impact.

Recommended Mitigation:

Local agencies and Caltrans should use non-potable water for mixing construction materials, washing down surfaces, and wetting down dirt-covered surfaces.

Solid Waste

Impact: Construction of proposed transportation facilities in the Proposed Option may generate additional solid waste that will need to be disposed of in some manner. Unless recycling efforts are put into place to mitigate the potential impact of solid-waste generation, the impact could be significant.

Solid waste generated through transportation facility construction is reduced to the extent possible by recycling materials. Old asphalt from repaired and reconstructed roadways is used to build access roads at area landfills. Because materials recycling is already a matter of practice, the potential impact of solid-waste generation is reduced to a less-than-significant level. No mitigation is required.

Sewage Treatment and Disposal

Impact: Construction of proposed transportation facilities in the Proposed Option may uncover and possibly sever underground sewerage, thereby creating back-ups in residential and business sewerage or resulting in spills of raw sewage. Prior to construction, however, project proponents are required to procure gas, electric, telephone, water, and sewer diagrams and develop construction plans to avoid such facilities or relocate them. Because this measure is implemented as a matter of practice, the potential impact to utility lines should be reduced to a less-than-significant level. No mitigation is required.

Emergency Services

Impact: Construction activities associated with implementation of the Proposed Option may interfere with the response times of emergency vehicles, such as fire, police, or ambulance. As these activities are anticipated to be short-term and alternative routes will be available, this potential impact is considered to

be less-than-significant. No mitigation is required. Local jurisdictions should, however, inform their police, fire, and paramedic units whenever construction activities are to take place within their jurisdictions.

ENERGY CONSUMPTION AND DEPENDENCE

INTRODUCTION

This report focuses on the consumption of non-renewable energy resources such as gasoline and diesel fuels, which are derived from petroleum. Light rail transit systems in operation or planned for the Sacramento area operate on electricity, thereby providing the region with more options for energy sources and reducing dependency on non-renewable sources. Alternative fuels for passenger vehicles (such as methanol) are not dependent on non-renewable resources, but have not penetrated the transportation sector to any significant extent.

ENVIRONMENTAL SETTING

Fuel Consumption in the Sacramento Metropolitan Area

Petroleum-based products account for the vast majority of fuel consumption in the Sacramento metropolitan area. Most forms of transportation - including on-road and off-road vehicles - use petroleum-based products in the form of gasoline or diesel fuel. Despite its rapidly increasing population, California has reduced its per capita energy consumption by 15 percent since 1978. This reduction has been achieved in part by implementing aggressive statewide energy efficiency standards for appliances and new buildings. California's greatest challenge to meeting its growth in population, however, comes from its reliance on petroleum fuels for transportation services. Transportation now accounts for nearly half of all energy consumed in the state and is almost 100 percent dependent on petroleum.⁹

In 1994, the California Energy Commission (CEC) prepared a forecast of statewide and regional transportation energy demand pursuant to SB 1214 (Killea, 1991)¹⁰. According to the CEC, gasoline and diesel consumption in the Sacramento metropolitan area amounted to 656 million and 118 million gallons, respectively, in 1992.

Alternative Fuels and Vehicles

Alternative Fuel Vehicles (AFVs) are vehicles that run on fuels other than petroleum products. According to the definition in federal law, alternative fuels include:

- Alcohol fuels such as methanol (methyl alcohol), denatured alcohol (ethyl alcohol), and other alcohols, in a pure form (called "neat" alcohols) or in mixtures of 85 percent by volume (and mixed with up to 15 percent unleaded regular gasoline - M85 or E85) or more
- Compressed natural gas (CNG)
- Electricity
- Hydrogen
- Liquefied natural gas (LNG)

⁹ California Energy Commission, *California Energy facts*, March 3, 1999.

¹⁰ California Energy Commission, *1993/1994 California Transportation Energy Analysis Report (Draft)*, February 1994.

- Liquified petroleum gas (LPG)
- Coal-derived liquid fuels
- Fuels other than alcohols derived from biological materials; like soy bean, rapeseed or other vegetable oil-based fuels.

Various agencies - including the CEC, the California Air Resources Board, and local air districts - have promoted the use of alternative fuels and vehicles to reduce California's dependence on fossil fuels such as gas and diesel, and to improve air quality.

According to the CEC, alternative fuels, because of their simpler chemical composition, release fewer emissions from incomplete combustion. Several alternative fuels have been tested in motor vehicle and running emissions testing. Electricity as an alternative fuel offers even greater benefits to air quality because there is no fuel to burn. The only source of tailpipe "pollution" from electric vehicles (also known as "zero-emission vehicles") is the power plants that create the electricity, which can be regulated more closely as a stationary pollution source.

Another form of alternative vehicles is the bicycle, which uses no fossil fuels. Outside of construction of bicycle and pedestrian facilities, the use of these facilities has a positive influence on fuel consumption by encouraging alternative forms of transportation. The general plans of many jurisdictions throughout the Sacramento metropolitan area include goals and policies calling for the implementation of a comprehensive system of bikeways that will serve both commuter and recreational needs. As indicated in the Mobility and Access section of this report, the number of trips taken by "non-motorized" methods - biking and walking combined - in 1997 was about 7.7 percent.

POTENTIAL ENVIRONMENTAL IMPACTS

Criteria for Significance

Potential impacts on energy consumption are considered significant if the rate of increase in gasoline and diesel consumption between 1997 and 2022 exceeds the projected rate of population increase during the same period. In other words, estimated increases in fuel consumption under the Proposed Option of greater than 57 percent will be considered significant.

Potential Energy Consumption Impacts

Figure 18 shows estimated gasoline and diesel fuel consumption estimates for the 1997 base year and for the 2022 Proposed Option. Current and future fuel consumption for on-road vehicles can be estimated by comparing average efficiency in 1997 and in 2022 to projected vehicle miles of travel under each scenario.

Average fuel efficiency, in miles per gallon, was obtained Caltrans from a report titled *California Motor Vehicle Stock, Travel and Fuel Forecast* (November 1997), which projected statewide fuel economy for both gasoline and diesel vehicles for each year between 1996 and 2020.

Figure 18
Estimated On-Road Fuel Consumption for 1997 and the 1999 MTP Proposed
Option

	Base Year 1997	Proposed Option 2022 ¹¹
Average Fuel Efficiency:		
Gasoline Vehicles	20.21	21.36
Diesel Vehicles	7.67	7.67
Vehicle Miles of Travel:		
Gasoline Vehicles	40,214,304	67,606,122
Diesel Vehicles	2,841,696	4,391,898
Estimated Fuel Consumption		
Gasoline Vehicles	1,989,822	3,165,081
Diesel Vehicles	370,495	572,607
Total Estimated Fuel Consumption	2,360,320	3,737,688
% Change from 1997 to 2022	-	58%

Under the Proposed Option, fuel consumption is projected to increase by 58 percent between 1997 and 2022. Since this rate of increase is greater than the projected population increase of 57 percent, this is considered a significant impact.

RECOMMENDED MITIGATION

1. State and federal agencies should increase fuel efficiency standards for automobiles and trucks to reduce energy consumption.
2. Local agencies should encourage volunteer compliance with adopted trip reduction ordinances (in accordance with state law) to reduce vehicle trips and vehicle miles traveled, which in turn would reduce energy consumption.

¹¹ SACOG staff extrapolation using 1996 through 2020 projected fuel economy from: Caltrans, *California Motor Vehicle Stock, Travel and Fuel Forecast*, November 1997.

HAZARDOUS MATERIALS TRANSPORT

INTRODUCTION

Hazardous waste is defined by Section 25117 of Division 20 of the Health and Safety Code as:

A waste, or combination of wastes, which because of its quantity, concentration, physical, chemical, or infectious characteristics, may either

- 1. Cause, or significantly contribute to an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or*
- 2. Pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of, or otherwise managed.*

ENVIRONMENTAL SETTING

Within the Sacramento metropolitan area, the individual counties have prepared hazardous waste management plans pursuant to AB 2948 (Tanner, 1986), which authorized and funded the preparation of these plans. Upon the completion of plans by Sacramento, Sutter, Yolo, Yuba, Placer, and El Dorado Counties, SACOG completed the Hazardous Waste Management Plan for the SACOG Region (January 1990) to compile and integrate the six individual plans and serve as a resource document. It should be noted that the regional plan serves as an information document only. Any enforceable planning decisions or designations regarding the transport and treatment of hazardous waste, and the siting of hazardous waste treatment facilities, is the responsibility of each county under the provisions of its individual adopted hazardous waste management plan.

Hazardous Waste Generation

Figure 19 shows the total hazardous waste generation of individual counties in the Sacramento metropolitan area from SACOG's regional waste management plan. It should be noted that the figures included in Figure 19 date back to 1990, the last time that any of the local hazardous waste management plans were updated.

Figure 19
Hazardous Waste Generation of Individual Counties in the SACOG Region - 1990

County	Quantity of Manifested Wastes	Drilling Muds and Wastes from Site Cleanups	Wastes from Small Quantity Generators	Household Hazardous Waste	Total
El Dorado	94.1	76.0	3,400.5	287.0	3,857.6
Placer	2,802.2	241.5	2,423.3	157.6	5,624.6
Sacramento	40,748.0	10,232.0	8,990.0	9,570.0	69,540.0
Sutter	52.0	39.0	2,282.2	86.4	2,459.4
Yolo	6,863.2	387.7	3,297.2	99.7	10,647.8
Yuba	888.3	0.0	1,902.6	64.9	2,855.8
Total	51,447.8	10,976.2	2,295.6	10,265.6	94,985.2

Figure 20 shows projected waste generation of individual counties in the Sacramento metropolitan area for the year 2000 (without accounting for waste reduction).

Figure 20
Projected (2000) Waste Generation of Individual Counties in the SACOG Region in Tons Per Year

County	Projected Industrial Waste	Projected Cleanup Wastes	Projected New Wastes	Projected Household Waste	Total
El Dorado	5,580.5	3,358.6	0.0	488.0	9,427.1
Placer	6,079.3	6,327.7	25.0	226.9	12,658.9
Sacramento	61,990.3	7,610.0	0.0	12,370.0	81,970.3
Sutter	3,413.0	160.0	0.0	108.0	3,681.0
Yolo	9,950.5	8,327.5	393.1	118.7	18,789.8
Yuba	3,234.9	0.0	0.0	127.5	3,362.4
Total	90,248.5	25,783.8	418.1	13,439.1	129,889.5

Hazardous Waste Management and Transportation

There are four general categories of waste management: source reduction, recycling, treatment, and residuals disposal. All of these activities can occur on-site at the location where they are generated. Recycling, treatment, and disposal can also occur off-site and would require additional intermediate support to not only store but transport the wastes.

The potential harm that hazardous waste can cause on people and the environment has warranted concern of both the national and local governments on the safe transport of hazardous materials. Because hazardous materials are transported primarily on highways and local roads, there is greater public exposure to these materials.

There are two ways in which local governments can regulate hazardous material and waste transport. One way is to prohibit or limit hazardous material and waste transport. While local governments are generally preempted from regulating hazardous waste transport on state and interstate highways, they are explicitly given the responsibility for regulating hazardous waste transport on local streets. Under AB 1861 (Campbell, 1985), local governments can regulate hazardous material and waste transport on local roads as long as...

- The road is appreciably less safe than reasonable alternatives as determined using the Federal Highway Administration's "Guidelines for Applying Criteria to Designate Routes for Transporting Hazardous Materials"
- The local regulation is not pre-empted by federal law
- The local regulation does not limit necessary access to businesses requiring the services of hazardous materials transporters
- The local regulation allows hazardous materials transporters access to service facilities that are within one-half mile of a state or interstate highway
- Neighboring jurisdictions agree that the regulation is not incompatible with through transportation
- The regulated road is posted
- The California Highway Patrol is notified of the regulations and includes the restricted road in their published list of restricted highways.

In support of the local governments' ability to regulate hazardous materials transport on local roads, the California Highway Patrol has issued regulations to trucking companies and drivers who carry explosives requiring drivers to follow such routes as may be prescribed or established by local authorities. Further, the CHP requires that:

Where routes are not prescribed by local authority, every driver of a vehicle transporting explosives shall avoid, so far as practicable, and, where feasible, by prearrangement of routes, driving into or through congested thoroughfares, places where crowds are assembled, streetcar tracks, tunnels, viaducts, and dangerous crossings¹².

The second way that local governments can regulate transportation is to conduct a transportation risk analysis that affects the siting of hazardous waste facilities. Sacramento County conducted a study that identified the high-risk transportation routes as part of their hazardous waste management planning process. Their methodology included identifying routes and intersections that have higher than average accident rates. Subsequently, the County developed a facility siting criterion that states that "Facilities shall not be sited in areas requiring hazardous waste transportation on routes having above average accident rates unless mitigation measures have been employed that reduce the risk to acceptable levels." Examples of mitigation measures include the widening of roads or time restrictions on hazardous waste transport. This type of transportation regulation can even be extended to state and federal highways as long as it is a regulation on a facility - not on the highway itself. While this example has applied the regulations to hazardous waste facilities, local governments can apply similar conditions on permits for businesses requiring hazardous materials deliveries.

¹² California Highway Patrol, *Explosive Materials Shipments: Routes, Safe Stopping Places and Safe Parking Areas*, January 1995.

Although there can be local laws which regulate various aspects of hazardous waste transportation on city and county roads, movement usually involves long-distance travel on state and interstate highways. Based on the county hazardous waste management plans completed prior to 1990, the following interstate and primary routes are most likely to be used for the transport of hazardous wastes:

Interstates: 5, 80, 505

State Highways: 16, 20, 50, 65, 70, 99, 113, 193.

Routes 50, 505, and 99 south of Sacramento are designated as SHELL routes (Subsystem of Highways for the Movement of Extra Length Permit Loads) and carry significant volumes of truck traffic.

Interstate 80, although not a SHELL route, is considered a large truck route and carries one of the highest truck traffic volumes in the region. Route 70 serves as an important secondary truck route when Interstate 80 is closed due to winter storms.

The California Highway Patrol has identified several routes, safe stopping places, and safe parking places on the state highway system for the transport of explosive materials and inhalation-hazard shipments.

Routes: Interstates 5, 80, and 505

Safe Stopping Places and Safe Parking Places for Explosive Materials Transporters:

- I-5/Dunnigan: Dunnigan Truck Service.
- I-80/Sacramento County: Inspection Stop (both directions) - State of California platform scales, 0.8 miles west of Antelope Road. Safe stopping place when the driver is given specific instruction by a CHP officer.
- I-80/Sacramento: Sacramento 76 Auto/Truck Plaza, 2828 El Centro Road.
- I-80/Donner Summit: Required inspection stop.
- I-80/Blue Canyon (westbound vehicles): Required inspection stop.
- I-80/Alta: Old Baxter's Café. North frontage road between Crystal Springs Road Overpass and Baxter Road overpass.
- I-80/Nyack: Nyack Garage. 1 Nyack Road.
- Route 50/Echo Summit: Required inspection stop.

Safe Stopping Places and Safe Parking Places for Inhalation-Hazard Shipments:

- I-5/Sacramento (southbound only): Elkhorn Rest Area near Sacramento International Airport.

- I-80/Sacramento: Sacramento 76 Auto/Truck Plaza, 2828 El Centro Road.

Response Procedures for Hazardous Materials Spills

Emergency response programs include two major activities:

- Responding to a release of hazardous materials into the environment
- Implementing AB 2185, AB 2187, and AB 3777 and local emergency response/disclosure ordinances.

Hazardous material releases, typically spills or gas vapor releases, require special attention due to the serious health threat that they can pose. Crews responding to spills or toxic gas releases must be specially trained and equipped to handle the unique problems presented by hazardous materials.

The state-mandated disclosure and emergency response programs (AB 2185, AB 2187, and AB 3777) require local users of hazardous materials to submit emergency response plans and hazardous material inventory lists to a local agency. The local agency is responsible for developing an emergency response plan for the area.

POTENTIAL ENVIRONMENTAL IMPACTS AND RECOMMENDED MITIGATIONS

Criteria for Significance

Implementation of the Proposed Option will be considered to create a potential impact that is significant under the following conditions:

- Implementation is likely to result in generation of hazardous waste from construction and maintenance of transportation facilities that cannot be recycled or reused
- Implementation results in potential safety risks in the transport of hazardous materials.

Potential Hazardous Materials Transport Effects

Impact: Construction and maintenance activities associated with the implementation of the Proposed Option will most likely involve the use of solvents and architectural coatings that may be considered hazardous if not used, stored, or disposed of properly. Any excesses which exist upon completion of transportation projects in the Proposed Option could be considered hazardous materials or wastes which may need to be disposed of properly. This is a potential impact. However, materials which are left over upon the completion of projects included in the Proposed Option likely can be stored properly and used for other transportation projects or purposes. Such use or reuse would reduce the amount of excess materials that would require disposal. In addition, steps can be taken to minimize the risk associated with handling hazardous materials in the process of facility construction. Therefore, the potential impact is considered less than significant and no mitigation is required.

Impact: With regard to hazardous materials transport, implementation of the Proposed Option could result in two outcomes:

- Potential routes for the transport of hazardous materials are likely to become safer because of proposed improvements in the Proposed Option. Although hazardous materials are generally transported on the regional roadway network, other hazardous materials - such as gasoline and other fuels - are often transported on local streets to their destinations. The Proposed Option includes transportation facility improvements that will reduce congestion in a number of corridors in the metropolitan area. These facilities could become safer by reducing congestion and resulting accidents. This is considered a potential beneficial effect.
- Even with the improvements proposed in the Proposed Option, congestion is still projected to increase by 2022. As shown in the Mobility and Access section of this report, congestion under the Proposed Option is likely to be nearly six times greater in 2022 than it was in 1997. The increase in congestion could contribute to accident rates, especially in corridors where no transportation improvements are proposed. Where these accident rates involve vehicles used in the transport of hazardous materials, this presents a potential significant impact.

Because it is anticipated that no additional projects or programs will be added to the Proposed Option - certainly none that could maintain congestion at current levels - the potential impact is considered unavoidable.

Recommended Mitigation: Sufficient mitigation is unavailable to reduce the potential impact to less-than-significant levels.

SOCIAL AND ECONOMIC EFFECTS

INTRODUCTION

The CEQA Guidelines indicate that economic or social information may be included in an EIR, but that economic or social effects of a project shall not be treated as significant effects on the environment. To the degree that social or economic effects could result in potential physical changes to the environment, then these subsequent changes could be treated as environmental effects.

The primary purpose of this section is to evaluate the potential for the Proposed Option to create disproportionate impacts on any socio-economic group in the Sacramento metropolitan area.

Social and Economic Setting

The Population and Housing section of this report - which is drawn from SACOG's 1999 regional housing, population, and employment projections - shows the current and projected future population and employment growth in the Sacramento metropolitan area. Between 1997 and 2022, population is expected to increase from 1,745,300 to 2,738,968. Also during this time period, employment is expected to increase from 736,449 to 1,255,256.

On February 11, 1994, President Clinton issued Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations." This order is designed to focus federal attention on the environmental and human health conditions in minority communities and low-income communities. The order requires federal agencies to identify and address, as appropriate, disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority populations and low-income populations.

For the purposes of this report, "minority populations" and "low-income populations" are defined as follows:

- "Minority populations" are persons who are identified by the U.S. Census Bureau as "black," "American Indian, Eskimo, or Aleut," "Asian or Pacific Islander," "Other Race," or persons of "Hispanic origin."
- "Low-income populations" are persons having an income below 80 percent of the median income identified by the U.S. Census Bureau for each metropolitan statistical area (Sacramento and Yuba City MSAs).

Figure 21 shows regional ethnicity distribution from the 1990 Census. The dollar figure shown for each county represents that county's household median income (as determined by the U.S. Census Bureau).

Map 14 shows the average percentage of persons identified as minorities within each SACOG minor zone (the smallest area of geographical analysis) for the Sacramento metropolitan area. Map 15 shows low-income areas in the Sacramento metropolitan area. Low-income areas are defined as SACOG minor zones that have a median household income at or below 80 percent of the median household income for a Major Statistical Area (MSA) in which that zone resides. This is a common definition used by the Federal Department of Housing and Urban Development to evaluate areas for community block grants.

The two MSAs in the Sacramento metropolitan area are the Yuba-Sutter MSA (which includes all of Yuba and Sutter Counties) and the Sacramento MSA (which includes El Dorado, Placer, Sacramento, and Yolo Counties).

Figure 21
Regional Ethnicity Distribution and Household Median Income - 1990 Census

Jurisdiction	Median Income	Total Population	White	Black	American Indian/ Eskimo/ Aleut	Asian/Pacific Islander	Other	Hispanic
El Dorado	\$35,058	125,995	119,118	606	1,351	2,456	2,464	8,777
Placer	\$37,601	172,796	161,948	1,033	1,861	3,806	4,148	13,871
Sacramento	\$32,297	1,041,219	782,326	97,129	12,068	96,344	53,352	121,544
Yolo	\$28,866	141,092	107,113	3,172	1,741	11,914	17,152	28,182
Sacramento MSA Total	\$32,734	1,481,102	1,170,505	101,940	17,021	114,520	77,116	172,374
Sutter	\$27,096	64,415	49,521	1,041	941	6,079	6,833	10,592
Yuba	\$21,523	58,228	45,541	2,437	1,675	4,917	3,658	6,728
Yuba-Sutter MSA Total	\$24,312	122,643	95,062	3,478	2,616	10,996	10,491	17,320

Potential Environmental Effects Resulting from Social and Economic Changes

For the 1999 Metropolitan Transportation Plan as a whole, economic and social changes (in the form of new forecasts in population and employment growth between 1997 and 2022) will create physical changes to the environment. To the degree that these economic and social changes will create changes in land uses and transportation systems and their resultant changes to the environment, these changes have been addressed in the environmental documents for local general plans. As requests for general plan amendments and rezoning are submitted to local agencies, these requests undergo additional CEQA review at the local level to determine their consistency with existing plans - including regional plans such as the Metropolitan Transportation Plan - and to identify any additional environmental effects that may result.

To the degree that economic and social changes require changes to the transportation system, the potential environmental effects of these changes are evaluated in both the environmental documentation for local general plans and in the environmental documentation for the Metropolitan Transportation Plan. In the various sections of this report, the physical changes to the environment that may result from implementation of transportation projects and programs in the MTP are evaluated to the degree possible given the programmatic nature of this EIR. Future project-specific environmental documentation will evaluate the specific physical changes to the environment that may result from implementation of specific projects in the MTP once the precise location, size, and design of these projects are known.

Potential Effects of the MTP on Minority and Low-Income Populations

Environmental justice guidelines from the Federal Highway Administration¹³ indicate that a:

“Disproportionally High and Adverse Effect on Minority and Low-income Populations means an adverse effect that:

- (1) is predominantly borne by a minority population and/or a low-income population, or*
- (2) will be suffered by the minority population and/or the low-income population and is more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or nonlow-income population.”*

As Maps 14 and 15 show, When compared to Map 1, major transportation projects are proposed in areas in which significant minority and low-income populations reside. Although these projects could have adverse environmental impacts that could disproportionately affect people in these areas, it is not possible to determine specific impacts to minority and low-income populations near these facilities until project-specific environmental and engineering work is completed. For example, transportation projects completed within existing right-of-way may create fewer adverse impacts than projects that will require the acquisition of additional land where homes and businesses may be located or where environmental resources could be affected. At the later stage of environmental review, precise project locations, size, and design will be defined, and potential adverse environmental impacts that could disproportionately affect minority or low-income populations can be better defined.

Since minority and low-income populations tend to be more reliant upon transit service than other segments of the population, those projects included in the MTP that add new or improve existing transit service would provide greater mobility for these groups. Specifically, new transit projects proposed by the MTP include extensions to the existing light rail service, while projects that improve existing transit service include a number of new transit-bus transfer centers. This is considered to be a significant beneficial impact.

Minority and low-income households are also more likely to be without an auto mobile compared to other groups. Map 16 depicts the number of households having no vehicle, as reported by the 1990 Census. These households would also benefit from the provision of new or improved transit service.

Local Economic Development Goals

Local jurisdictions in the Sacramento metropolitan area have developed economic development goals or statements as part of their general plans. In general, local jurisdictions encourage economic development that is consistent with the character and scale of existing development within their respective counties. The following is a synopsis of the economic development goals of the counties in the metropolitan area:

¹³ Federal Highway Administration, *FHWA Actions to Address Environmental Justice in Minority Populations*, December 2, 1998.

Sacramento County¹⁴: The General Plan is a partner in a larger effort by local business organizations to improve Sacramento County's economic climate. The Plan gives direction and support to major employment sources which are changing location or attracted to the area as a production site. It provides opportunity to establish all types of shopping facility, enables each distinct type of industry to find locations in Sacramento County, improves regional competitiveness through addressing land use and public services efficiency, and supports overall economic development activities. Broad strategies in the Plan, which address efficient land use and public services, are at the heart of any economic development strategy.

One of Sacramento County's stated economic development policies that relates to transportation is to "assure that regionally-oriented commercial and office uses and employment concentrations have adequate road access, high frequency transit service and an adequate but efficient supply of parking."

Sutter County¹⁵ and Yuba County¹⁶: Agriculture and related industries make up a large portion of Sutter County's economic base, although construction, manufacturing, transportation, retail, and professional services contribute significantly to the local economy as well. The primary components of the Yuba County economic base are agriculture and related activities, the military (Beale Air Force Base), retail trade, professional services (mainly health and educational services), construction, and manufacturing. Portions of Yuba and Sutter County are within a California Enterprise Zone that was designated in 1986. This zone is a four-jurisdiction, joint partnership among the counties of Yuba and Sutter and the cities of Marysville and Yuba City. The enterprise zone encompasses large portions of Linda, Olivehurst, and Marysville, and extends to the Bear River on either side of Route 70. In Sutter County, the downtown portion of Yuba City is included in the enterprise zone.

Yolo County: Yolo County's long-standing policy has been to encourage economic development and urban growth in the incorporated cities (Davis, West Sacramento, Winters, and Woodland), and to preserve the agricultural focus of the unincorporated county. Goals and objectives of the individual cities include the development of a diverse economic base that meets the needs of their residents and to promote economic activity in their central business districts.¹⁷

El Dorado County¹⁸: El Dorado County's economic activity centers around agricultural-based industries, commercial facilities, retail and tourism, home occupations, and business parks/industrial sites. The County seeks to provide greater opportunities within the County for its residents to improve the jobs-housing balance, and to promote a positive business climate by providing an adequate quantity of public resources to support and implement economic development activity.

¹⁴ Sacramento County General Plan, Land Use Element, December 1993.

¹⁵ Sutter County General Plan, November 1996.

¹⁶ Yuba County General Plan Background Report, May 1994.

¹⁷ Summary of general plan policy statements in the Davis, West Sacramento, Woodland, and Winters general plans.

¹⁸ El Dorado County General Plan, January 1994.

Placer County¹⁹: Placer County's primary economic activities include retail trade, professional and personal services, government, construction, and manufacturing. Existing trends in the location of business activity and jobs in Placer County are expected to continue, and Placer County is expected to capture more business development from a broader range of economic sectors in the long-term.

As part of its economic development goal to maintain a healthy and diverse local economy, Placer County's policies include the retention, expansion, and development of new businesses by designating adequate land and providing infrastructure in areas where resources and public facilities and services can accommodate employment generators.

Consistency of the MTP with Local Economic Development Goals: One of the stated purposes of the MTP is to serve population and employment growth projected in the Sacramento metropolitan area between 1997 and 2022. As shown in the Land Use section of this report, proposed transportation improvements in the Proposed Option are located primarily in areas projected for substantial employment growth. As indicated in earlier in this section, many local agencies - in their economic development goals or statements - call for the provision of adequate infrastructure to serve these areas of projected economic growth.

Summary of Social and Economic Effects

- The Proposed Option has the potential to result in adverse effects on minority and low-income populations in areas where major transportation improvements are proposed due to physical dislocation of homes and business due to facility right-of-way acquisition or construction activity. At the project-specific environmental review stage, potential adverse effects should be evaluated and specific mitigation developed once the location, size, and design of proposed transportation facilities are known.
- The Proposed Option has the potential to result in beneficial effects on the mobility of minority, low-income populations and zero-vehicle households in areas where new transit service is proposed and where improvements to existing transit services are proposed.
- The Proposed Option appears to be consistent with local economic development goals by including transportation infrastructure improvements in areas where significant employment growth is forecasted.

¹⁹ Placer County General Plan Background Report, September 1992.

CHAPTER FIVE: DISPOSITION OF IMPACTS

RELATIONSHIP BETWEEN SHORT-TERM USES AND LONG-TERM PRODUCTIVITY

The proposed MTP serves as the direction for managing the region's environment and its transportation facility developmental activities in the future. Without the MTP, it is difficult to ensure a balancing of short-term environmental uses with long-term productivity. Adoption of the MTP will not, however, preclude uses and options of revising the plan to reflect new information, changes in policy, or a general desire to pursue other alternatives.

Some of the potential adverse impacts of the MTP are due to construction of proposed transportation improvements. Although construction activities for major facilities may be phased over several years, resultant impacts must be analyzed in the context of the long-term productivity of the environment.

This section summarizes potential impacts of implementation of the 1999 Metropolitan Transportation Plan in terms of tradeoffs between short-term value and long-term productivity of the environment.

Population, Housing, Land Use

The MTP is intended to minimize the potential for short-term gain at the expense of long-term impacts, by planning transportation projects to accommodate planned growth in the region and by ensuring a balance between land use development and phasing of transportation system improvements.

Mobility and Access

Without substantial improvements to the regional transportation system, congestion and delay are projected to increase dramatically by 2022. The MTP plans improvements to ensure that long-term mobility is not substantially degraded.

Air Quality

A major goal of the MTP is to make progress towards long-term attainment of air quality standards in the face of continued regional growth.

Noise

The MTP would result in a mix of beneficial and adverse impacts on traffic noise. As new and widened transportation facilities are developed, measures would be implemented to reduce the long-term impacts of increased traffic volumes on noise levels at sensitive uses.

Water Resources

The MTP will likely decrease the amount of permeable surface area of ground within the region and will result in increased runoff due to urbanization and transportation facility development.

Biological Resources

Implementation of any MTP alternative (via construction and operation of site-specific facilities) may result in long-term significant impacts for habitat loss, fragmentation of remaining habitats, and impacts on rare or endangered species or significant ecological areas.

Cultural Resources

Construction of projects included in the MTP may result in long-term significant impacts on or destruction of remaining cultural and historic resources, and may impact historic and cultural districts.

Aesthetics and Views

Implementation of any MTP alternative could result in new transportation facilities that could significantly affect scenic resources.

Utilities and Services

Facility construction could result in potential damage to utility lines, increased water needs, and increased solid waste generation if adequate mitigation measures are not implemented by local agencies. Increased congestion could cause increases in emergency vehicle response times.

Energy Consumption

The roadway facilities proposed to serve the level of transportation demand forecast under the MTP would result in accelerated consumption of non-renewable energy resources, but at a pace that is dramatically slowed by technological advances and increased fuel efficiency.

Hazardous Materials

Even with the vast improvements envisioned in MTP Supplement alternatives, congestion is expected to increase. Increased congestion is likely to contribute to an increase in the number of accidents, which--if they involve vehicles used to transport hazardous materials--could create potential significant impacts.

SIGNIFICANT UNAVOIDABLE IMPACTS

The following impacts resulting from the implementation of the MTP are considered unavoidable:

Air Quality

- Particulate matter emissions resulting from implementation of the Proposed Option are expected to increase.

Water Resources

- Substantial interference with ground water recharge.

Aesthetics and Views

- Disruptions to important views or adjacent landforms.
- The introduction of new visual elements in an existing and established landscape.
- Proposed improvements affecting state- or county-designated scenic highways.

Hazardous Materials Transport

- Congestion under the Proposed Option is likely to be nearly 2 times greater in 2022 than it was in 1997. The increase in congestion could contribute to accident rates, especially in corridors where no transportation improvements are proposed.

SIGNIFICANT IRREVERSIBLE CHANGES

The proposed MTP may result in irreversible or irretrievable commitments of several types of nonrenewable resources, as listed below. An irreversible commitment of a resource is one that cannot be changed once it occurs and cannot be recovered or reused.

Population, Housing, Land Use

Impacts forecasted for disruption and displacement of land uses and effects on sensitive land uses would be for the most part irreversible. In addition, land upon which transportation facilities are built cannot be used for other purposes, thereby creating an irretrievable commitment.

Mobility and Access

No irreversible impacts are anticipated.

Air Quality

Air quality effects represent steps towards or away from attainment of standards for various criteria pollutants and are not irreversible.

Noise

Noise effects can be changed through mitigation and are not irreversible.

Water Resources

Effects on water resource quality are reversible through mitigation. Increased runoff due to increases in impervious surfaces are for the most part irreversible.

Biological Resources

Effects on biological resources through loss of habitats or endangered species are irreversible.

Cultural Resources

Effects on cultural and historic resources are irreversible.

Aesthetics and Views

Effects on visual resources are irreversible.

Utilities and Services

Effects on utilities and services can be reversed through changes in utility and service system supply.

Energy Consumption

Increased vehicle use between 1997 and 2022 forecasted with any MTP alternative will result in increased consumption of non-renewable energy resources.

Hazardous Materials

Effects of hazardous materials transport can be prevented from occurring through changes in the use, transfer, storage and disposal of such materials. Once accidents happen, however, it is unclear whether the effects of hazardous materials are reversible.

POTENTIAL GROWTH-INDUCING IMPACTS

Potential growth-inducing impacts of implementation of the 1999 Metropolitan Transportation Plan are discussed in the *Population and Housing* section of Chapter Four: Potential Environmental Impacts.

CUMULATIVE IMPACTS

This Metropolitan Transportation Plan EIR is based on future land use forecasts for the region and analyzes proposed improvements to the regional transportation system. As such, the effects of the project are the same as the effects of cumulative development, and additional cumulative analysis is not necessary.

This programmatic EIR is consistent with the guidelines on phasing/tiering under CEQA, as it focuses on only those issues at the present conceptual level of environmental review. Future project-specific

CEQA documents will be prepared that should incorporate this programmatic document by reference, and will focus on issues relevant to their site-specific activities.

INTRODUCTION

The State CEQA Guidelines require that an EIR describe the range of reasonable alternatives to the project, or alternative locations for the project, which could feasibly attain the basic objectives of the project, and evaluate the relative merits of these alternatives. The Guidelines further require that the No Project alternative and its impacts be evaluated, and that discussion focus on alternatives capable of eliminating any significant adverse environmental effects of the project or of reducing them to less-than-significant levels. The impact analysis of the alternatives is presented at a more summary level of detail, relying upon the base of information presented in the individual setting and impact sections in Chapter 4, and only providing a comparison for the purpose of selection of an environmentally superior alternative. If an alternative is clearly superior to the proposed project, it is to be designated as such. If the alternative with the least environmental impact is the No Project alternative, then one of the other alternatives is to be designated as the environmentally superior alternative.

Overview

The primary impact analysis presented in Chapter 4 focus on an analysis of the Proposed Option for the 1999 MTP. Two additional options have been developed to ensure the responsive range of alternatives to the Proposed Option.

No Project Option (1999 Transportation Network): The No Project Option consists of the existing transportation system, plus any projects planned to be constructed and in place by November 15, 1999. The California Environmental Quality Act requires a "no project" option for comparison with other options.

Current Plan Option (1996 MTP and Amendments): This is SACOG's existing Metropolitan Transportation Plan, developed in 1996 and subsequently amended three times. This serves for comparison purposes, enabling us to judge the environmental impacts of the Proposed Plan Option compared to the existing plan. If the Proposed Plan is not adopted, then the set of transportation projects contained in the current plan would likely be carried out through the subsequent reaffirmation of the current plan. The current plan option, therefore, also represents the most reasonable alternative to the proposed project.

Projects Included in Both Options: Figure 22 summarizes the types of projects included in both the Current Plan and Proposed Plan options. Please note that the table includes only key types of projects to demonstrate major differences between options. Numerous other types of projects are not shown, including road maintenance projects, enhancement projects, double-tracking of light rail lines, bridge rehabilitation or replacement, and soundwall installation, among others. These types of projects are common to all options because of the high priority placed on maintenance and rehabilitation of the existing transportation system.

A list of all transportation programs and projects included in the Proposed Plan Option (1999 MTP) is included as Appendix C in the DEIR. A list of all transportation programs and projects included in the Current Plan Option is available from SACOG upon request.

CHAPTER SIX - PLAN OPTIONS

INTRODUCTION

The State CEQA Guidelines require that an EIR describe the range of reasonable alternatives to the project, or alternative locations for the project, which could feasibly attain the basic objectives of the project, and evaluate the relative merits of these alternatives. The Guidelines further require that the No Project alternative and its impacts be evaluated, and that discussion focus on alternatives capable of eliminating any significant adverse environmental effects of the project or of reducing them to less-than-significant levels. The impact analysis of the alternatives is presented at a more summary level of detail, relying upon the base of information presented in the individual setting and impact sections in Chapter 4, and only providing a comparison for the purpose of selection of an environmentally superior alternative. If an alternative is clearly superior to the proposed project, it is to be designated as such. If the alternative with the least environmental impact is the No Project alternative, then one of the other alternatives is to be designated as the environmentally superior alternative.

Overview

The primary impact analyses presented in Chapter 4 focus on an analysis of the Proposed Option for the 1999 MTP. Two additional options have been developed to ensure the reasonable range of alternatives to the Proposed Option.

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Projects Included in Each Option: Figure 22 summarizes the types of projects included in both the Current Plan and Proposed Plan options. Please note that the table includes only key types of projects to demonstrate major differences between options. Numerous other types of projects are not shown, including road maintenance projects, enhancement projects, double-tracking of light rail lines, bridge rehabilitation or replacement, and soundwall installation, among others. These types of projects are common to all options because of the high priority placed on maintenance and rehabilitation of the existing transportation system.

A list of all transportation programs and projects included in the Proposed Plan Option (1999 MTP) is included as Appendix C to this DEIR. A list of all transportation programs and projects included in the Current Plan Option is available from SACOG upon request.

Figure 22
Types of Projects included in Each MTP Plan Option

Type of Project	Option	
	Current Plan	Proposed Plan
Bicycle Pedestrian	69	77
Bridge New	5	4
Bridge Repair, Bridge Other	7	13
Bus/Light Rail Transit Capital	98	129
Bus/Light Rail Transit Operating	4	14
HOV (Carpool) Lanes	6	9
Heavy Rail Capital	9	7
Interchange	54	53
Intersection	5	5
Road New	110	99
Road Widen	235	235
Road Maintenance, Road Rehab., Road Other	43	83
Study	6	13
Transportation System Management (TSM)/Transportation Demand Management (TDM)	29	30
Total	680	771

In general, MTP options that call for a greater number of transportation improvements - particularly major new and improved roadways and transit facilities - are more likely to result in greater environmental impact because of the potential to displace more environmental and aesthetic resources. Figure 23 summarizes the alternatives analysis for the 1996 MTP environmental document.

Figure 23
Alternatives Analysis for the 1999 Metropolitan Transportation Plan
Environmental Impact Report

1999 MTP Environmental Analysis	No Project Option	Current Plan Option	Proposed Plan Option
Population and Housing	fewest number of projects		greatest number of projects
Potential relocation and displacement impacts are associated with the location of transportation facilities and their size in relation to areas where residents and businesses are located. Options that have a greater number of proposed transportation projects have a greater potential to result in relocation and displacement impacts.			
Land Use	fewest number of projects		greatest number of projects
Potential land use impacts are associated with the location of transportation facilities and their size relative to areas where sensitive land uses are located. Options that have a greater number of proposed transportation projects have a greater potential to result in impacts to sensitive land uses.			
Mobility and Access	performs worst per model analyses	performs best per model analyses	
SACOG's transportation demand modeling analysis shows that the No Project option would result in the greatest congestion and single-occupancy vehicle usage, and would result in the worst transit usage and accessibility to jobs for both drivers and transit patrons. The No Project option would result in the least amount of vehicle miles of travel. The Proposed and Current Plan Options performed better in terms of congestion relief (mobility), transit trips, carpools and access to jobs. Figure 24 shows the performance measures used to evaluate the MTP options and summarizes the results.			
Air Quality	performs worst per model analysis, except for PM10		performs best per model analyses, except for PM10
SACOG's air quality modeling analysis shows that the Proposed Option will result in the fewest emissions of hydrocarbons, nitrogen oxides, carbon monoxide, but will result in the greatest particulate emissions. The No Project option is expected to result in the greatest level of emissions among all the options, except particulates. Figure 24 shows the emissions measures used to evaluate the air quality impacts of the MTP options and summarizes the results.			
Noise		performs marginally worst per model analyses	performs marginally better per model analyses
The noise analysis performed for the MTP options shows that both the Current Plan Option and the Proposed Plan Options would result in the same number of roadway segments with significant increases in noise levels, while the Proposed Plan Option would result in the greatest number of roadway segments with significant decreases in noise levels. Figure 25 shows the results of the noise analysis.			
Water Resources	fewest number of projects		greatest number of projects
Potential water resource impacts are associated with the location of transportation facilities and their size relative to areas where water resources are located. Options that have a greater number of proposed transportation projects have a greater potential to result in impacts to water resources.			
Biological Resources	fewest number of projects		greatest number of projects
Potential biological resource impacts are associated with the location of transportation facilities and their size relative to areas where biological resources are located. Options that have a greater number of proposed transportation projects have a greater potential to result in impacts to biological resources.			
Cultural and Historic Resources	fewest number of projects		greatest number of projects

Figure 23
Alternatives Analysis for the 1999 Metropolitan Transportation Plan
Environmental Impact Report

1999 MTP Environmental Analysis	No Project Option	Current Plan Option	Proposed Plan Option
Potential cultural and historic resource impacts are associated with the location of transportation facilities and their size relative to areas where cultural and historic resources are located. Options that have a greater number of proposed transportation projects have a greater potential to result in impacts to cultural and historic resources.			
Aesthetics and Views	fewest number of projects		greatest number of projects
Potential aesthetics and views impacts are associated with the location of transportation facilities and their size relative to areas where aesthetic resources are located. Options that have a greater number of proposed transportation projects have a greater potential to result in impacts to aesthetic resources.			
Utilities and Services	equal impacts expected		
In terms of potential impacts to utilities and services, no option is projected to create significantly better or worse impacts than the others.			
Energy Consumption	least VMT		greatest VMT
The rate of transportation fuel use is related to the vehicle miles traveled on the regional transportation system. As the No Project Option is projected to result in the least amount of VMT by 2022, it is expected to result in the least amount of fuel consumption as well. The Proposed Plan option is projected to result in the greatest VMT and therefore performs worst in terms of energy consumption.			
Hazardous Materials Transport	greatest congestion	least congestion	
A major objective of hazardous materials transporters and regulators is to avoid the transportation of hazardous materials on congested streets and highways to the degree possible. Consequently, fewer hazardous materials transport impacts are expected with options which - when implemented - would result in less congestion on the metropolitan transportation system. Therefore, the Current Plan option is expected to result in the least amount of hazardous materials transport impacts, and the No Project option is expected to result in the greatest impacts.			
Social and Economic Effects	Fewest number of projects		greatest number of projects
			greatest accessibility improvements
The No Project Option - because it proposes fewer transportation projects that could result in potential social and economic impacts such as displacement and relocation of businesses and residents, thereby resulting in the fewest environmental impacts - would most likely result in fewer disproportionate environmental impacts on minority and low-income populations. However, the Proposed Plan Option - because it would result in the greatest accessibility improvements - would most likely result in beneficial social and economic impacts for all socio-economic groups in the Sacramento metropolitan area, including minority and low-income populations.			

Figure 24
Comparison of Plan Options - Transportation Demand Modeling Results

Performance Measures (in 1,000s)	1997 Base Year	No Project Option	Current Plan Option	Proposed Plan Option
Roadway Measures				
Daily Vehicle Trips	5,073	7,855	7,945	7,952
Daily Vehicle Miles	43,056	71,133	71,318	71,998
Daily Person Miles	53,122	84,542	84,717	85,849
Peak Period Person Miles of Travel on LOS "F" Roadways	542	3,954	2,990	3,072
Mode Choice Measures (Daily Person Trips)				
All Trips	8,018	13,009	12,987	13,001
Drive Alone Trips	4,266	6,877	6,864	6,880
Shared Ride Trips	3,057	5,030	5,044	5,057
Transit Trips	75	109	127	123
Non-Motorized Trips	619	994	952	941
Accessibility Measures				
Average # of Jobs within a 20-Minute Drive Trip	233	207	238	236
Average # of Jobs within a 45-Minute Transit Trip	83	71	111	111
Emission Measures (tons/day)				
Nitrogen Oxides	90.40			58.10
Particulates	62.30			0.72
Reactive Organic Gases	53.80			18.30
Carbon Monoxide	952.40			0.68
Energy Consumption Measures				
Estimated Fuel Consumption (gallons/day)	2,360,320			3,737,688

Source: SACOG, May 1999, based on combined SACMET and Yuba/Sutter travel demand model outputs. Emissions calculated using DTIM2 software, with EMFAC7f emission rates, SACMET and Yuba/Sutter travel demand model vehicle activity forecasts, with SIP adjustments.

Figure 25
Noise Analysis Results:
Comparison of MTP Alternatives
to No Project Alternative

Factor	Current Plan Option	Proposed Plan Option
Number of Segments with Decreased Noise Levels:	97	88
Number of Segments with Significant Decreases:	2	3
Number of Roadways with No Change in Noise Levels:	27	28
Number of Segments with Increased Noise Levels:	70	78
Number of Segments with Significant Increases:	6	6

Source: Bollard Acoustical Consulting, May 1999.

Environmentally Superior Option

The No Project option is identified as the environmentally superior option because it proposes the least amount of major transportation improvements that could result in significant environmental impacts. The CEQA Guidelines indicates that “if the environmentally superior alternative is the ‘no project’ alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives” [CEQA Guidelines, Section 15126.6 (e)(2)]. Of the remaining options, the Current Plan Option proposes the least amount of major new transportation projects - including new carpool lanes, interchange projects, new rail transit facilities, and new and widened roadway facilities - that could result in significant environmental effects. Therefore, this report identifies the Current Plan Option as the environmentally superior alternative.

APPENDICES

TO THE DRAFT ENVIRONMENTAL IMPACT REPORT

The following technical appendices provide supporting documentation for the assessment of potential environmental impacts associated with implementation of the Proposed Option for the 1999 Metropolitan Transportation Plan. These appendices include the following:

Appendix A: Notice of Preparation and Letters of Comment Received

Appendix B: Goals, Objectives and Policies proposed by the Metropolitan Transportation Plan

Appendix C: List of Transportation Projects proposed by the Metropolitan Transportation Plan

Appendix D: Contributors and Consultants for the 1999 MTP Draft EIR

TO: ALL INTERESTED AGENCIES
AND PERSONSFROM: SACRAMENTO AREA COUNCIL
OF GOVERNMENTS
3000 S STREET, SUITE 300
SACRAMENTO, CA 95816
(916) 457-3264

DATE: MARCH 1, 1999

APPENDIX A

The Sacramento Area Council of Governments (SACOG) will be the Lead Agency in the preparation of an environmental impact report (EIR) for the 1999 Metropolitan Transportation Plan (MTP). SACOG wants to know your views on the scope and content of the environmental information to include in the EIR.

This Notice of Preparation includes:

NOTICE OF PREPARATION AND LETTERS OF COMMENT RECEIVED

- A description of projects to be evaluated for the 1999 MTP.
- A map of the Sacramento metropolitan area, which is the study area for the 1999 MTP and EIR. The metropolitan area includes the counties of Sacramento, Sutter, Yolo, and Yuba, and the portions of El Dorado and Placer Counties outside of the Lake Tahoe Basin.
- A list of potential environmental effects of the 1999 MTP.
- An outline for the draft EIR that identifies the environmental issues to be discussed in the document.

SACOG seeks your views on the following questions:

- Do you believe that there are potential environmental issues that SACOG hasn't already identified in the list of potential environmental effects of the projects outlined? If so, please identify these potential issues.
- Do you believe that SACOG's plans to evaluate a reasonable range of alternatives? If not, which additional alternatives do you believe SACOG should evaluate as well?
- What types of mitigation measures do you think would help avoid or minimize potential environmental effects?

Please submit your written responses no later than April 3, 1999 through any of the following methods:

By Mail	By Fax	By E-mail
David Dwyer, Associate Planner Sacramento Area Council of Governments 3000 S Street, Suite 300 Sacramento, CA 95816	(916) 457-3269	ddwyer@sacog.org

Please contact the SACOG staff listed below if you have any questions on this Notice of Preparation, the environmental review process in general, or the transportation planning process that is the subject of the EIR. You may call SACOG staff at (916) 457-3264, or send a message to:

Notice of Preparation and
Environmental Review Process

David Dwyer

ddwyer@sacog.org

Transportation Planning Process

Harry Kane

hkane@sacog.org

TO: ALL INTERESTED AGENCIES
AND PERSONS

FROM: SACRAMENTO AREA COUNCIL
OF GOVERNMENTS
3000 S STREET, SUITE 300
SACRAMENTO, CA 95816
(916) 457-2264

DATE: MARCH 1, 1999

The Sacramento Area Council of Governments (SACOG) will be the Lead Agency in the preparation of an environmental impact report (EIR) for the 1999 Metropolitan Transportation Plan (MTP). SACOG needs to know your views as to the scope and content of the environmental information to include in the EIR.

This Notice of Preparation includes:

- A description of options to be evaluated for the 1999 MTP.
- A map of the Sacramento metropolitan area, which is the study area for the 1999 MTP and EIR. The metropolitan area includes the counties of Sacramento, Sutter, Yolo, and Yuba, and the portions of El Dorado and Placer Counties outside of the Lake Tahoe Basin.
- A list of potential environmental effects of the 1999 MTP.
- An outline for the draft EIR that identifies the environmental issues to be discussed in the document.

SACOG seeks your views on the following questions:

- Do you believe that there are potential environmental issues that SACOG hasn't already identified in the list of potential environmental effects or the attached outline? If so, please identify these potential issues.
- Do you believe that SACOG plans to evaluate a reasonable range of alternatives? If not, which additional alternatives do you believe SACOG should evaluate as well?
- What types of mitigation measures do you think would help avoid or minimize potential environmental effects?

Please submit your written responses **no later than April 3, 1999** through any of the following methods:

By Mail	By Fax	By E-mail
David Boyer, Associate Planner Sacramento Area Council of Governments 3000 "S" Street, Suite 300 Sacramento, CA 95816	(916) 457-3299	dboyer@sacog.org

Please contact the SACOG staff listed below if you have any questions on this Notice of Preparation, the environmental review process in general, or the transportation planning process that is the subject of the EIR. You may call SACOG staff at **(916) 457-2264**, or send a message to:

Notice of Preparation and
Environmental Review Process

David Boyer

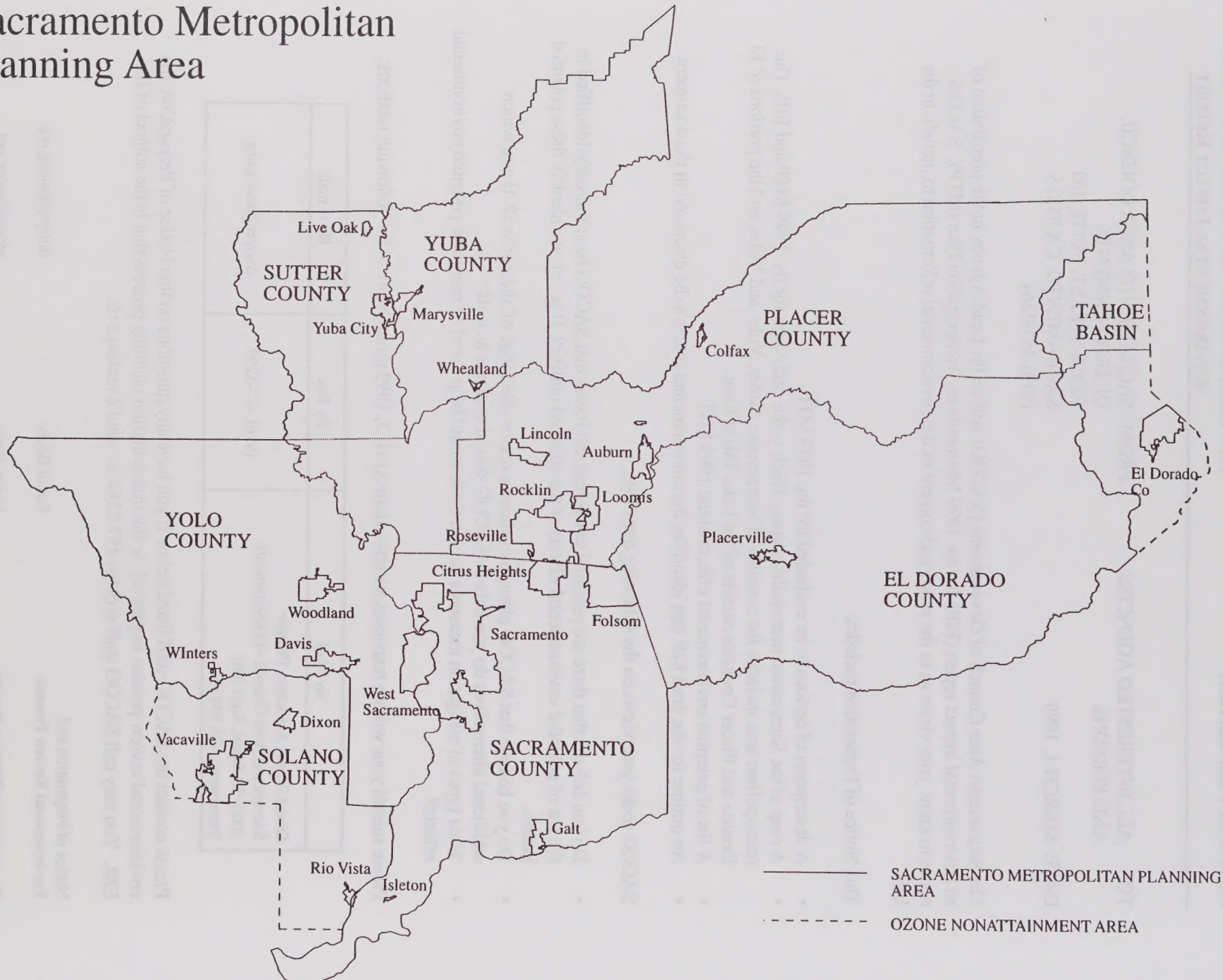
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Transportation Planning Process

Nancy Kays

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Sacramento Metropolitan Planning Area



WHAT IS THE MTP?

The Metropolitan Transportation Plan (MTP) is a 20-year plan that outlines the region's transportation needs, sets goals and objectives, and proposes solutions to meet them. The MTP covers a wide range of transportation issues, including air quality, rush-hour congestion, special needs of people with limited mobility, goods movement, and long-distance travel between the SACOG region and other areas. The MTP is designed to guide future transportation investment decisions in a balanced manner, sufficient to make needed improvements in all modes of surface transportation, within the limits of resources.

State and federal laws require every metropolitan area to have a long-range transportation plan and requires the plan to be updated every two years. SACOG is the designated metropolitan planning organization (MPO) for the counties of Sacramento, Sutter, Yolo, and Yuba, and for Placer and El Dorado Counties except for the Lake Tahoe Basin.

THE THREE OPTIONS FOR THE 1999 METROPOLITAN TRANSPORTATION PLAN

No Project Option (1999 Transportation Network): The No Project Option consists of the existing transportation system, plus any projects planned to be constructed and in place by November 15, 1999. The California Environmental Quality Act requires a “no project” option for comparison with other options.

Current Plan Option (1996 MTP and Amendments): This is SACOG’s existing Metropolitan Transportation Plan, developed in 1996 and subsequently amended three times. This serves for comparison purposes, enabling us to judge the environmental impacts of the Proposed Plan Option compared to the existing plan. If the proposed plan is not adopted, then the set of transportation projects contained in the current plan would likely be carried out through the subsequent reaffirmation of the current plan. The current plan option, therefore, also represents the most reasonable alternative to the proposed project.

Proposed Plan Option (1999 MTP): The Proposed Plan Option consists of an update of the current MTP. Projects contained in the 1996 MTP, as amended, constitute the core of this update. Some of these projects have been modified for various reasons. In addition, a number of new projects are being proposed for inclusion, as well as more funding for transportation system maintenance and rehabilitation.

Summary of significant changes. Two of the most significant changes to projects already contained in the 1996 MTP include:

- replacing the urban interchange at Howe/Power Inn/Folsom Blvd. in Sacramento with a series of more modest improvements arising from the City’s Southeast Area Transportation Study (proposed by the City of Sacramento);

- increasing the cost of the Sacramento air district's heavy-duty NOx program from \$28 million to \$80 million, reflecting the current estimated cost to achieve the five-ton per day reduction called for in the State Implementation Plan for Air Quality (proposed by the Sacramento Metropolitan Air Quality Management District).

Some of the more significant projects proposed by project sponsors to be added to the plan include:

- Add HOV (carpool) lanes on U.S. 50 from El Dorado Hills Blvd. to Shingle Springs Rd. (2006-2010; proposed by the El Dorado County Transportation Commission);
- Add HOV lanes on I-5 from Laguna to J Street and from I-80 to the Sacramento International Airport. These lanes were included in the 1993 MTP, but were deleted in the 1996 MTP due to financial constraints. The new federal transportation funding act, TEA-21, provides sufficient funding to allow these lanes to be added back into the plan (2006-2010; proposed by Caltrans);
- HOV lanes on U.S. 50 from Sunrise to Mayhew, which were recommended in the U.S. 50 Corridor Major Investment Strategy. These HOV lanes have also been in the plan before, but were dropped in 1996 due to financial constraints (2006-2010; proposed by Caltrans);
- Auxiliary lanes on I-5 from Richards Blvd. to Garden Hwy. (2006-2010; proposed by Caltrans);
- Add a third lane to the connector from westbound I-80 to the Capital City Freeway (2001-2002; proposed by Caltrans);
- An Intelligent Transportation System project to link the traffic and transit operations systems between Sacramento, Sacramento County, Caltrans, and Regional Transit (2001-2005; proposed by SACOG staff);
- Widen Route 84 in Yolo County to six lanes from Higgins Rd. to Marshall Rd. (2001-2002; proposed by Caltrans);
- Sixteen bicycle and pedestrian projects worth \$14 million;
- Six modified interchange projects worth \$38 million. Two of these projects are located at the Interstate 5 interchange at Interstate 80. The others are located at Interstate 80 and Route 51 (Capital City Freeway), at Route 99 and Walnut Avenue, at U.S. 50 and Missouri Flat Road, and at Route 49 and Bell Road.

A complete list of the projects proposed for inclusion in the 1999 MTP is available upon request by contacting the SACOG staff contacts listed on the first page of this Notice of Preparation.

TYPES OF PROJECTS INCLUDED IN THE CURRENT AND PROPOSED PLAN OPTIONS

Type of Project	Option	
	Current Plan	Proposed Plan
Bicycle Pedestrian	69	77
Bridge New	5	4
Bridge Repair, Bridge Other	7	13
Bus/Light Rail Transit Capital	98	129
Bus/Light Rail Transit Operating	4	14
HOV (Carpool) Lanes	6	9
Heavy Rail Capital	9	7
Interchange	54	53
Intersection	5	5
Road New	110	99
Road Widen	235	235
Road Maintenance, Road Rehab., Road Other	43	83
Study	6	13
Transportation System Management (TSM)/Transportation Demand Management (TDM)	29	30
Total	680	771

INITIAL STUDY FOR THE 1999 METROPOLITAN TRANSPORTATION PLAN AND POTENTIAL ENVIRONMENTAL EFFECTS

Normally, a lead agency in the preparation of the environmental document would first complete an Initial Study to determine whether an EIR or a Negative Declaration would be required for the project. Section 15063 of the State CEQA Guidelines indicates, however, that...

"If the Lead Agency can determine that an EIR will clearly be required for the project, an Initial Study is not required but may still be desirable."

While the 1999 update of the MTP is modest in nature compared to the 1996 update, a number of transportation projects are being proposed that were not analyzed in the EIR prepared for the 1996

plan. SACOG staff has determined that a new EIR should be prepared which focuses on the impacts of these new projects. The SACOG Board of Directors has also adopted new population and employment projections that will have an effect on the transportation, air quality, noise, and energy consumption analyses prepared for the current Metropolitan Transportation Plan. In addition to achieving CEQA compliance, the preparation of a new Environmental Impact Report for the Metropolitan Transportation Plan will also allow local agencies to prepare more focused environmental analyses on specific transportation improvements included in the long-range transportation plan.

Because standard initial study forms and checklists are much better suited for specific land use and transportation projects, SACOG staff has instead chosen to identify a number of environmental issues that will be addressed in the EIR and to outline the proposed analysis of these issues. This outline starts on page 9 of this Notice of Preparation. As indicated at the beginning of this Notice, SACOG wants to know if you believe that there are potential environmental issues that SACOG hasn't already identified in the outline. SACOG also needs to know what additional information you believe should be included in the EIR. SACOG staff will make every attempt to provide this information, or to explain why the requested information is not available or appropriate for this environmental analysis.

It is anticipated that the potential environment effects of the 1999 MTP (the Proposed Project) will be similar to those identified in the EIR prepared for the 1996 MTP. The 1996 MTP EIR identified the following types of potentially adverse environmental impacts:

Population and Housing

- Displacement of residents and businesses.
- Disruption of neighborhood character by creating real or perceived barriers to access within the neighborhoods.

Land Use

- Potential impacts to sensitive land uses.

Air Quality

- During construction of transportation projects, construction equipment is expected to produce hydrocarbon, nitrogen oxide, carbon monoxide, and particulate emissions.
- Particulate matter emissions are expected to increase.

Noise

- A number roadway segments could experience significant increases in traffic noise.

Water Resources

- Substantial degradation of water quality.
- Substantial interference with ground water recharge.
- Substantial flooding, erosion, or siltation.

Biological Resources

- Potential degradation of sensitive habitats - by reduction of vegetation types, conversion of natural vegetation to urbanized uses and non-native species, and reduction of wildlife habitat and native wildlife species.
- Potential impacts to endangered and threatened species - either by direct impact onto the species itself or encroachment into areas of ecological significance by such species. This includes the possible interference with the movement of resident or migratory fish and wildlife species.
- Potential adverse exposures to biota and habitats from siltation, erosion, and releases/resuspensions of contaminated sediments.

Cultural and Historic Resources

- Transportation projects and programs may be located in close proximity to known historic resources such as structures and archeological sites. Depending on the location and size of these transportation projects and the type of work to be undertaken, construction of transportation projects could disrupt or significantly affect known prehistoric or historic sites and structures.
- Transportation projects and programs could interfere with established recreational, educational, religious, or scientific uses of the areas in which they are located, including areas subject to Section 4(f) requirements.
- Implementation of transportation projects and programs may also create potentially significant impacts in areas deemed sensitive for containing unknown cultural resources.

Aesthetics and Views

- Disruptions to important views or adjacent landforms.
- The introduction of new visual elements in existing and established landscapes.
- Improvements affecting state- or county-designated scenic highways.

Utilities and Services

- Construction and maintenance of proposed transportation facilities may require the use of water to mix materials, wash down surfaces, or wet down dirt-covered surfaces to minimize releases of particulate matter.

Hazardous Materials Transport

- Congestion is likely to be greater in the future than it is at present. The increase in congestion could contribute to accident rates, especially in corridors where no transportation improvements are proposed.

Economic and Social Effects

- The proposed project has the potential to result in adverse effects on minority and low-income populations in areas where major transportation improvements are proposed.

It should be noted that a number of potentially significant beneficial impacts, as well as a number of less than significant impacts, were also identified in the 1996 MTP EIR.

Please keep in mind when reviewing the attached outline that projects from the 1996 MTP comprise the core of this MTP update. Also note that a major update of the MTP is planned for adoption in 2002, which will be developed with extensive collaboration with interested parties, including private sector and

community groups. The 2002 MTP update process will include a forum for the region's elected officials and stakeholders to frame the issues to be addressed in this plan update. A Blue Ribbon Committee will be formed and given the task of developing the goals, principles and performance measures for the new transportation plan. Community forums, public meetings, and other public outreach methods will supplement the work of the Blue Ribbon Committee.

COMMUNITY INPUT PROCESS FOR THE DRAFT MTP EIR

The Community Input Process for the for the Draft MTP EIR will consist of a number of actions designed to encourage public review and comment on the document. These actions will, at a minimum, include:

- Distribution of copies of the Draft EIR to all agencies and individuals that respond to this Notice of Preparation, as well as those that indicate that they would like to receive a copy.
- Notice of availability of the Draft EIR, as well as publication of the entire document on SACOG's web page. The SACOG web page can be found at www.sacog.org.
- Notice of availability of the Draft EIR publicized in the SACOG Regional Report.
- Plans for two noticed public hearings on the Draft EIR to be held by the SACOG Board of Directors.
- Circulation of a Notice of Completion through the State Clearinghouse.

OUTLINE FOR THE EIR FOR THE 1999 METROPOLITAN TRANSPORTATION PLAN

- I. INTRODUCTION
 - A. Purpose of the EIR
 - B. Legal Requirements
 - C. Type of Environmental Document
 - D. The Environmental Review Process to Date
 - E. Organization of the Document
 - F. Contact Person
- II. SUMMARY
 - A. Purpose of the MTP
 - B. The Alternatives
 - C. Areas of Controversy Known to SACOG
 - D. Summary of Potential Impacts and Recommended Mitigation Measures
- III. PROJECT DESCRIPTION
 - A. Location
 - B. Planning Background
 - C. Description of the MTP and Alternatives
- IV. POTENTIAL ENVIRONMENTAL IMPACTS
 - A. **Population and Housing**
 - 1. Introduction
 - 2. Environmental Setting
 - a. Population and employment projections
 - b. Jobs and housing concentrations
 - 3. Potential Environmental Impact
 - a. Potential displacement of residents or businesses
 - b. Potential for community disruption
 - 4. Recommended Mitigation Measures
 - B. **Land Use**
 - 1. Introduction
 - 2. Environmental Setting
 - a. Existing land uses in the Sacramento metropolitan area
 - b. Leading growth areas
 - 3. Potential Environmental Impacts
 - a. Potential for land use conflicts
 - b. Potential impacts to park lands
 - 4. Recommended Mitigation Measures
 - C. **Mobility and Access**
 - 1. Introduction
 - 2. Environmental Setting
 - a. Highway facilities and conditions
 - b. Local road facilities and conditions
 - c. Public transit facilities
 - d. Bicycle and pedestrian facilities
 - e. Passenger rail service
 - f. Aviation
 - g. Goods movement
 - h. Existing conditions on the metropolitan transportation system
 - 3. Potential Environmental Impacts - Region wide transportation analysis to show effects of transportation system improvements
 - 4. Recommended Mitigation Measures
 - D. **Air Quality**
 - 1. Introduction
 - 2. Environmental Setting
 - a. Air pollutants and standards
 - b. Regulatory structure and responsibilities
 - c. Air pollution monitoring
 - d. Emission sources
 - 3. Potential Environmental Impacts

Note: This analysis will make use of the Direct Travel Impact Model (DTIM) to analyze the projected level of emissions that may result from each alternative for the MTP.
 - 4. Recommended Mitigation Measures
 - E. **Noise**
 - 1. Introduction
 - 2. Environmental Setting
 - a. Community noise scales
 - b. Major sources of ambient noise in the Sacramento metropolitan area
 - c. Existing noise levels on the metropolitan transportation system

3. Potential Environmental Impacts
Note: This analysis will make use of the FHWA Highway Traffic Noise Prediction Model to determine the potential noise contours that would result from implementation of each option.
4. Recommended Mitigation Measures

F. Water Resources

1. Introduction
2. Environmental Setting
 - a. Surface water quality and supply
 - b. Groundwater quality and supply
 - c. Storm water runoff and quality
3. Potential Environmental Impacts
 - a. Potential for increased storm water runoff
 - b. Potential for decreases in groundwater recharge
4. Recommended Mitigation Measures

G. Biological Resources

1. Introduction
2. Environmental Setting
 - a. Biological resource habitat
 - b. Rare/endangered species or habitats
 - c. Areas of ecological significance
 - d. Applicable policies and regulations
3. Potential Environmental Impacts
 - a. Potential for impacts to rare, endangered, or threatened species
 - b. Potential for impacts to habitat of special-status species
4. Recommended Mitigation Measures

H. Cultural and Historic Resources

1. Introduction
2. Environmental Setting
 - a. Regional cultural periods
 - b. Archeology
 - c. Registered landmarks
 - d. Local historic preservation activities
 - e. Applicable policies and regulations

3. Potential Environmental Impacts
 - a. Potential for impacts to known cultural and historic resources
 - b. Potential for impacts to unknown cultural and historic resources
4. Recommended Mitigation Measures

I. Aesthetics and Views

1. Introduction
2. Environmental Setting
 - a. Significant visual resources
 - b. Designated scenic highways (state and local)
3. Potential Environmental Impacts
 - a. Potential for impacts to state or local aesthetic resources
 - b. Potential for impacts to scenic viewsheds
4. Recommended Mitigation Measures

J. Utilities and Services

1. Introduction
2. Environmental Setting
 - a. Gas and electric services provided
 - b. Telephone services provided
 - c. Sewage disposal and treatment, location
 - d. Water services provided
 - e. Solid waste, location of land fills
 - f. Emergency services provided
 - g. Schools, location
3. Potential Environmental Impacts
 - a. Potential for disruptions to utilities and services
 - b. Potential for greater demand for services
4. Recommended Mitigation Measures

K. Energy Consumption and Dependence

1. Introduction
2. Environmental Setting
 - a. Vehicle fuel consumption
 - b. Light rail transit electrical energy consumption
3. Potential Environmental Impacts
 - a. Potential for unnecessary consumption of energy resources
 - b. Potential impacts on ability to deliver energy resources
4. Recommended Mitigation Measures

L. Hazardous Materials Transport

1. Introduction
2. Environmental Setting

- a. Transport routes for hazardous materials
- b. Response procedures for hazardous materials spills on the metropolitan transportation system
- 3. Potential Environmental Impacts
 - a. Potential impact on emergency response procedures
 - b. Potential for exposure of transportation system users to hazardous materials
- 4. Recommended Mitigation Measures

M. Social and Economic Effects

- 1. Introduction
- 2. Environmental Setting
 - a. Economic development goals
 - b. Economic effects of congestion
- 3. Potential Environmental Impacts

Note: The EIR will include an analysis to determine if implementation of the 1999 MTP could disproportionately impact any socio-economic group in the Sacramento metropolitan area.
- 4. Recommended Mitigation Measures

V. SUMMARY OF IMPACTS AND THEIR DISPOSITION

- A. Significant Irreversible Changes**
- B. Potential Growth-Inducing Impacts**
- C. Cumulative Impacts**

VI. ALTERNATIVES

VII. PREPARATION OF THE DRAFT EIR

VIII. BIBLIOGRAPHY AND REFERENCES

**APPENDIX A: NOTICE OF PREPARATION AND
COMMENT LETTERS RECEIVED**

**APPENDIX B: 1999 MTP GOALS, OBJECTIVES, AND
POLICIES**

**APPENDIX C: LIST OF TRANSPORTATION PROJECTS
CONTAINED IN THE 1999 MTP**



STATE OF CALIFORNIA

MAR 15 1999

Governor's Office of Planning and Research

1400 TENTH STREET SACRAMENTO, CALIFORNIA 95812-3044

Gray Davis
GOVERNOR

March 10, 1999

To: Reviewing Agencies

Re: 1999 Metropolitan Transportation Plan Environmental Impact Report
SCH# 99032024

Attached for your comment is the Notice of Preparation for the 1999 Metropolitan Transportation Plan Environmental Impact Report draft Environmental Impact Report (EIR).

Responsible agencies must transmit their concerns and comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of this notice. We encourage commenting agencies to respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

David Boyer
Sacramento Area Council of Governments
3000 S Street
Suite 300
Sacramento, CA 95816

with a copy to the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the review process, call the State Clearinghouse at (916) 445-0613.

Sincerely,

DeLicia Wynn
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency

NOP Distribution List

S = sent by lead agency

X = sent by SCH

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2020 L Street
Sacramento, CA 95815
916/322-8473 Fax 916/322-5982
- ☐ Jeanie Blakeslee
Calif. Waste Management Board
8800 Cal Center Drive
Sacramento, CA 95826
916/255-4164 Fax 916/255-4216
- ☐ Wayne Hubbard
State Water Resources Control Board
Division of Clean Water Programs
P.O. Box 944212
Sacramento, CA 94244-2120
916/227-4408 Fax 916/227-4349
- ☐ Phil Zentner
State Water Resources Control Board
Division of Water Quality
P.O. Box 944213
Sacramento, CA 94244-2130
916/657-0912 Fax 916/657-2388
- ☐ Mike Falkenstein
State Water Resources Control Board
Division of Water Rights
901 P Street, 3rd Floor
Sacramento, CA 95814
916/657-1377 Fax 916/657-1485
- ☐ Dept. of Toxic Substances Control
CEQA Tracking Center
400 P Street, Fourth Floor
P.O. Box 806
Sacramento, CA 95812-0806
916/324-3119 Fax 916/324-1788

SCH# 99032024

Regional Water Quality Control Board

- ☐ NORTH COAST REGION (1)
5550 Skyline Blvd., Suite A
Santa Rosa, CA 95403
707/576-2220 Fax 707/523-0135
- ☐ SAN FRANCISCO BAY REGION (2)
Environmental Document Coordinator
1515 Clay Street, Suite 1400
Oakland, CA 94612
510/622-2300 Fax 510/622-2760
- ☐ CENTRAL COAST REGION (3)
81 Higuera Street, Suite 200
San Luis Obispo, CA 93401-5427
805/549-3147 Fax 805/543-0397
- ☐ LOS ANGELES REGION (4)
CEQA Coordinator
320 West 4th Street, Suite 254
Los Angeles, CA 90017
213/266-7500 Fax 213/266-7600
- ☒ CENTRAL VALLEY REGION (5)
3443 Rottier Road, Suite A
Sacramento, CA 95827-3098
916/255-3000 Fax 916/255-3015
- ☐ Fresno Branch Office
3614 East Ashlan Avenue
Fresno, CA 93726
209/445-5116 Fax 209/445-5910
- ☐ Redding Branch Office
415 Knollcrest Drive
Redding, CA 96002
916/224-4845 Fax 916/224-4857
- ☐ LAHONTAN REGION (6)
2501 Lake Tahoe Boulevard
South Lake Tahoe, CA 96150
530/542-5400 Fax 530/544-2271
- ☐ Victorville Branch Office
15428 Civic Drive, Suite 100
Victorville, CA 92392-2359
760/241-6583 Fax 760/241-7308
- ☐ COLORADO RIVER BASIN
REGION (7)
73720 Fred Waring Drive, #100
Palm Desert, CA 92260-2564
760/782-7495 Fax 760/341-6820
- ☐ SANTA ANA REGION (8)
3737 Main Street, Suite 500
Riverside, CA 92501-3339
909/782-4130 Fax 909/781-6288
- ☐ SAN DIEGO REGION (9)
9771 Clairemont Mesa Blvd., Suite B
San Diego, CA 92124-1324
619/467-2952 Fax 619/571-6972
- ☐ OTHER: _____
- ☐ OTHER: _____



CITY OF CITRUS HEIGHTS

6237 Fountain Square Drive • Citrus Heights, CA 95621-5577
(916) 725-2448 • Fax (916) 725-5799 • www.ci-citrus-heights.ca.us

The City of Citrus Heights is committed to providing high quality, economical, responsive services to our community

March 15, 1999

MAR 16 1999

Mr. Davis Boyer, Associate Planner
Sacramento Area Council of Governments
3000 "S" Street, Suite 300
Sacramento, CA 95816

Re: Notice of Preparation-1999 Metropolitan Transportation Plan

Dear Mr. Boyer;

The City of Citrus Heights has received a copy of the "Notice of Preparation" for the 1999 Metropolitan Transportation Plan. The City of Citrus Heights wishes to be added to the distribution list to receive copies of the Draft EIR and Final EIR.

The City has reviewed the NOP and has the following comments:

1. The proposed outline for the Draft EIR has identified most of the appropriate environmental factors, except one. The City would like clarification on why Public Services, found within Appendix G was not included in the outline? It would seem the proposed plan would have some direct or indirect impact on emergency services, schools or other public facilities. The impacts may be less than significant, but some attention should be focused on that major environmental factor.
2. We would suggest that the environmental factors be listed alphabetically as indicated in the new Appendix G in the 1999 CEQA Guidelines.

The City of Citrus Heights reserves the right to comment on the document at a later time, when more information is available. Should you have any further questions regarding the above, please do not hesitate to call me at (916) 727-4744.

Sincerely,

William F. Campbell
Senior Planner

CC Janet Ruggiero
Eric Norris



COUNTY OF SACRAMENTO

PUBLIC WORKS AGENCY

TRANSPORTATION DIVISION Thomas J. Zlotkowski, Chief
906 G STREET, SUITE 510
SACRAMENTO, CALIFORNIA 95814
(916) 874-6291/5966 • Fax No. (916) 874-7831

MAR 30 1999

March 29, 1999

David Boyer, Associate Planner
Sacramento Area Council of Governments
3000 "S" Street, Suite 300
Sacramento, CA 95816

**Subject: Notice of Preparation for the Environmental Impact Report for the 1999
Metropolitan Transportation Plan**

The Transportation Division has reviewed the Notice of Preparation for the environmental impact report for the 1999 Metropolitan Transportation Plan, and offers no comments at this time. We would appreciate receiving a copy of the draft environmental impact report when it is completed.

If you have any questions, please call me at 874-5966.

Sincerely,

Steven R. Hetland, P.E., T.E.
Senior Civil Engineer

SRH:ar

c: Tom Zlotkowski
Randy Foust
Tom Hutchings, Planning and Community Development
Dennis Yeast, DERA
Bob Caikoski, DERA
Bob Davison, IFS
Steve Hong, IFS



SUTTER COUNTY
COMMUNITY SERVICES DEPARTMENT

Animal Control
Building Inspection
Emergency Services
Environmental Health
Fire Services

Rich Hall, Director
Larry Bagley, Assistant Director,
Permitting Services

April 2, 1999

David Boyer, Associate Planner
Sacramento Area Council of Governments
3000 "S" Street, Suite 300
Sacramento, CA 95816

Re: NOP for 1999 Metropolitan Transportation Plan EIR

Dear Mr. Boyer,

Thank you for the opportunity to respond to the Notice of Preparation for the Metropolitan Transportation Plan EIR. Sutter County is involved in the work on the Regional Transportation Improvement Program (RTIP) that proposes to construct segments of the Route 70 improvements north of the 70/99 wye in the near future. It is our understanding that the environmental document preparation has been underway for these improvements.

Sutter County would like to know how these documents will be coordinated and why the described improvements to Route 70 are listed on page 44 of the Preliminary Project List for the Draft 1999 MTP as having an "Analysis Period of 2006-2010" when this is apparently underway. Additionally, other improvement projects will similarly be under analysis prior to the listed dates. The correlation between these programs should be clarified so that the environmental review reflects the closest anticipated timing of the projects and avoids redundancy and confusion. Sutter County is interested in the proper evaluation of alternatives and environmental impacts to natural resources in the vicinity of the right-of-way alignments.

Thank you for the opportunity to respond to this notice. If you have any questions regarding the responses contained in this letter please call me at 530-822-7400.

Sincerely,

A handwritten signature in dark ink, appearing to read "John Farhar".

John Farhar
Senior Planner

AA\MTPNOP.WPD



LAND PARK COMMUNITY ASSOCIATION

March 31, 1999

Mr. David Boyer, Associate Planner
Sacramento Area Council of Governments
3000 S Street, Suite 300
Sacramento, CA 95816

Dear Mr. Boyer:

Thank you for proving the Land Park Community Association the opportunity to comment on the notice of preparation of an environmental impact report for the 1999 Metropolitan Transportation Plan. We have the following comments.

Noise

The City of Sacramento has just agreed to ask for State Transportation Improvement Funding, in the next cycle, to assess and improve the apparently inadequate sound walls along I-5. Page 4 of the notice says that HOV lanes would be added to I-5 in the Land Park area. This would compound the noise problem. The EIR must address the additional noise and provide for mitigating it. The noise assessments must be carefully planned, because climatic conditions dramatically affect the volume and extent of the freeway noise in our neighborhood.

Air Quality

The EIR must assess and provide mitigation for heat build up and air quality degradation, on hot summer days, caused by asphalt or similar materials that are used on the projects included in the plan. Landscaping, especially trees, should be required as mitigation and be planted as an integral part of each project funded under the plan.

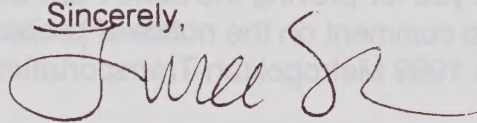
Park and ride and mass transit parking lots should meet the City of Sacramento's 50% shade in 10 years standard. Shaded lots keep parked cars cooler, thereby reducing gasoline evaporation. Cooler cars make the lots more attractive to park and ride and mass transit patrons. The 1998 landscaping of the Target store at Broadway and Riverside Boulevard demonstrates that the shading can be provided no loss in parking spaces.

Mr. David Boyer
March 31, 1999
Page 2

Landscaping, especially shade trees, along and in the medians of roads and streets is also a recognized calming technique.

Again, thank you for allowing us to comment on the notice. If you have questions on our comments, please call Don Babbitt at 442-0990.

Sincerely,



Luree Stetson
President



APR 23 1999

COUNTY OF SACRAMENTO
DEPARTMENT OF ENVIRONMENTAL REVIEW
AND ASSESSMENT

DENNIS E. YEAST
DIRECTOR

April 21, 1999

David Boyer, Associate Planner
Sacramento Area Council of Governments
3000 S Street, Suite 300
Sacramento, CA 95816

**Subject: Notice of Preparation for the Environmental Impact Report for the 1999
Metropolitan Transportation Plan**

Dear Mr. Boyer:

The Department of Environmental Review and Assessment has reviewed the Notice of Preparation for the 1999 Metropolitan Transportation Plan. We would appreciate receiving a copy of the draft environmental impact report when it is completed.

Sincerely,

A handwritten signature in cursive script that reads "Antonia Barry".

Antonia Barry
Associate Environmental Analyst

GOALS, OBJECTIVES AND POLICIES

The goals, objectives, and policies listed below were originally developed for the 1993 Plan, and were then revised slightly for the 1996 Plan. In keeping with the nature of this update, revisions have been kept to a minimum, reflecting new requirements for decisions of former respondents and policy statements adopted by the SACOG Board since the 1996 Plan was adopted. The Plan update to be adopted in 2002 will incorporate goals and guiding principles resulting from a contract and consensus-building effort to take place in 1999/2000.

APPENDIX B

In this section, the underlined policies and actions are those that could relate directly to SACOG's decision process on project selection and funding. The relative weight or priority given to each of the underlined policies is not stated. The relative weight or priority given to each of the underlined policies is not stated. In response to changing circumstances, the Plan's recommendations may change. The Plan's recommendations may change. Does not propose specific weights for each policy.

GOALS, OBJECTIVES AND POLICIES PROPOSED BY THE METROPOLITAN TRANSPORTATION PLAN

There are other issues and processes in which SACOG has little or no role, but which are equally important to the success of this Plan. SACOG has adopted policies in these areas as well, called "Supplementary Policies". They typically express support of a particular position or encourage other agencies to take certain actions.

System Preservation Goal: To preserve existing transportation facilities as a means of protecting our transportation investments and maintaining an effective system.

Objective: Promote an adequate level of maintenance and preservation of our existing transportation facilities.

Policies and Actions: Advise needed maintenance and preservation projects in our project funding process, to maximize the chance for obtaining state and federal funds for maintenance and preservation purposes.

Periodically review our cost estimates of system preservation needs with the assistance of local agencies and Caltrans.

Land Use/Mobility Goal: To meet the needs of people of all incomes, ages, and physical conditions and in the region's urban areas, to bring about changes in urban form that will facilitate the development of the most efficient and effective transportation system possible.

GOALS, OBJECTIVES AND POLICIES

The goals, objectives, and policies listed below were originally developed for the 1993 Plan, and were then revised slightly for the 1996 Plan. In keeping with the nature of this update, revisions have been kept to a minimum, reflecting new requirements (or deletions of former requirements) and policy statements adopted by the SACOG Board since the 1996 Plan was adopted. The Plan update to be adopted in 2002 will incorporate goals and guiding principles resulting from an extensive public outreach and consensus-building effort to take place in 1999/2000.

In this section, the underlined policies and actions are those that could relate directly to SACOG's decision process on project selection and funding. The relative weight or priority given to each of the underlined policies is not stated; the priority given to each policy may have to change from one planning cycle to the next, in response to changing direction from the state or federal level, or changing local needs. As these change, the Plan's recommended priorities must change accordingly. For that reason, this Plan does not propose specific weights for each policy.

There are other issues and processes in which SACOG has little or no role, but which are equally important to the success of this Plan. SACOG has adopted policies in these areas as well, called "Supplementary Policies". They typically express support of a particular position or encourage other agencies to take certain actions.

System Preservation Goal: To preserve existing transportation facilities as a means of protecting our transportation investments and maintaining an effective system.

Objective: Promote an adequate level of maintenance and preservation of our existing transportation facilities

Policies and Actions: Advance needed maintenance and preservation projects in our project-funding process, to maximize the chances for obtaining state and federal funds for maintenance and preservation purposes;

Periodically refine our cost estimates of system preservation needs with the assistance of local agencies and Caltrans.

Land Use/Mobility Goal: To meet the needs of people of all incomes, ages, and physical conditions; and in the region's urban areas, to bring about changes in urban form that will facilitate the development of the most efficient and effective transportation system possible.

Objectives:

Meet the transportation needs of everyone, accommodating people of all physical abilities, ages, and economic situations.

Promote the development of local land use policies that result in more efficient use of the regional transportation system, to the extent desired by local communities.

Provide adequate transportation facilities and services to areas of existing and planned higher-density, mixed-use development.

Meet the transportation needs of all parts of SACOG's planning region.

Maximize the efficiency of the existing transportation system by improving system operation and minimizing vehicle demand.

Provide adequate highway and transit capacity connecting different urbanized areas within the region.

Create a shared vision among SACOG jurisdictions on growth and development in the region, leading to a substantial and effective agreement on land-use patterns and the region's urban form.

Achieve coordination among local general plans while maintaining diversity of individual jurisdictions.

Address the long-distance, inter-regional trips that contribute to congestion on the transportation system.

Develop a public transportation system that is complete and comprehensive and provides at least an acceptable minimum level of mobility throughout the region.

Develop an adequate bicycle component in the region's transportation system.

Policies and Actions

Advance in our project-funding process those projects that help meet the needs of persons whose mobility has been limited by inaccessible transportation systems (including projects that respond to requirements of the Americans with Disabilities Act);

Work with transit operators and planning agencies, the County Social Service

Transportation Advisory Councils, and the general public to determine the need for improvements through the "unmet transit needs process" as required by the Transportation Development Act

Work with social service agencies and Consolidated Transportation Service Agencies to update and implement AB 120 Action plans;

Assist transportation service providers and planning agencies with planning for the implementation of the Americans with Disabilities Act;

Assist transportation service providers and planning agencies, and county welfare agencies, with planning for the implementation of Welfare-to-Work legislation;

Assist transit operators with the updates of Short Range Transit Plans, including goals and objectives, analysis of system performance, transit demand, financing, fleet management, accessibility, and service alternatives.

Advance in our funding process proposed transportation projects which facilitate higher-density or mixed-use development, especially near transit facilities, as a means of affecting travel behavior;

Recommend that local jurisdictions include SACOG in their lists of reviewing agencies when updating their general plans;

Monitor major local development proposals in conjunction with local transportation planning agencies, to gauge potential impacts on the transportation system and, where appropriate, recommend changes in project design to make more efficient use of the transportation system.

Advance proposals for multi-occupant-vehicle systems in our project-funding process as a means of expanding the capacity of the transportation system, with emphasis on public transit service and carpool facilities and services;

Advance bicycle and pedestrian projects in our project-funding process as a means of expanding transportation system capacity, and work to obtain funding for bicycle and pedestrian facilities and their maintenance.

Work with local jurisdictions, other planning agencies, and other affected stakeholders to identify, analyze, and address the problems posed by recreational travel;

Work with local jurisdictions and other affected stakeholders to identify, to analyze, and address the transportation problems of rural areas in the region;

Continue to work with local jurisdictions, countywide transportation agencies, and other affected stakeholders to identify and to address the transportation problems of urban and suburban areas;

Continue to work with Caltrans, local jurisdictions, planning agencies, and agencies in neighboring regions, to address the problems posed by inter-regional travel.

Advance system management and incident management measures in our project funding process.

Advance in our project funding process projects that are shown to reduce demand for single-occupancy vehicle travel (demand reduction strategies);

Compile information on existing research, and conduct additional research as necessary, on strategies that have the potential to reduce the demand for single-occupancy vehicle travel, and facilitate dialog on these issues among interested stakeholders;

Advance in our project-funding process other projects that are shown to reduce congestion without construction of new facilities for single-occupant vehicles;

Support and enhance the region's rideshare efforts, and develop performance measures by which to evaluate the effectiveness of the rideshare program;

In urbanized areas within air-quality nonattainment areas, advance proposals for new roads or additional mixed-flow lanes only where analysis shows that other solutions cannot adequately address the problem in a more cost-effective manner ("mixed-flow" means not limited to carpools and buses);

Develop mode-split goals and policies for use in future updates of the Metropolitan Transportation Plan;

Conduct additional research into the possibilities for carpool lanes and busways (high-occupancy vehicle” or “HOV” lanes and dedicated bus lanes), and facilitate dialog on the results of this research with all affected stakeholders;

Assist local agencies as needed in the establishment, operation, or improvement of incident management programs to reduce congestion, such as the Freeway Service Patrol operated by the Sacramento Transportation Authority;

Assist local agencies and the State in their efforts to market alternative modes of travel, with information provided in all appropriate languages;

Study pricing strategies -- including but not limited to toll lanes on regional highways, peak-period pricing on the regional transportation network, and parking-pricing strategies -- and facilitate dialog on these issues among interested stakeholders;

Assist local agencies in implementation of Intelligent Transportation System (ITS) projects, consistent with the 1996 Early Deployment Planning Study and the requirements of the Transportation Equity Act for the 21st Century (TEA-21).

Advance in our project-funding process those projects that provide at least expressway-standard roads between urbanized areas or provide reasonable transit service to meet demand between urbanized areas.

Compile information on existing research on the relationship between land use and transportation to provide information to local jurisdictions, and facilitate dialog on these issues among interested stakeholders;

Participate in public and private-sector efforts that bring together affected stakeholders to discuss and reach a substantial and effective agreement on land-use issues;

Assist local jurisdictions in implementing any recommendations that arise from public and private-sector discussions on land-use issues, as requested by local jurisdictions.

Maintain a composite general plan land-use map to show the location and density of growth throughout the metropolitan area;

Facilitate information sharing as appropriate on land-use issues among local, regional,

and state agencies, and encourage them to meet and discuss issues of regional concern.

Work to maintain the integrity of the interstate highway system as a long-haul system, to accommodate interstate travel and commerce;

Participate in efforts to develop solutions to interregional travel problems by coordinating with the State, other regional planning agencies, and jurisdictions that surround the SACOG region;

Work with the Capitol Corridor Joint Powers Board (CCJPB) to fund and implement improvements to intercity passenger-rail service between the Bay Area and the Sacramento region;

Work with appropriate agencies and organizations to identify and fund improvements to inter-regional passenger-rail service;

Investigate possible improvements to the Port of Sacramento, such as the Seaway Center and the Ship Channel deepening, to determine whether specific improvements should be included in future Metropolitan Transportation Plans.

Work with transit providers, countywide transportation agencies, and all affected stakeholders to develop programs and policies aimed at the development of adequate transit systems for the region, acceptable minimum levels of service within given areas, ridership objectives, and other planning standards as deemed appropriate, for incorporation into the Metropolitan Transportation Plan;

Use the long- and short-range transit plans of all transit providers as input to the Metropolitan Transportation Plan, provided they are consistent with the plan;

Evaluate progress toward achievement of these policies with each update of the Metropolitan Transportation Plan, and revise them as warranted.

Build on the efforts of SACOG's Bicycle and Pedestrian Advisory Committee to identify and develop priorities for bicycle improvement projects;

Work with local jurisdictions and their bicycle/pedestrian advisory committees where appropriate to coordinate their bicycle planning efforts with those of the Bicycle and

Pedestrian Advisory Committee, to develop a continuous and comprehensive bicycle system.

Supplementary Policies:

Support the efforts of the region's countywide transportation agencies to improve and implement their county transportation programs;

Support Caltrans research into on-board technology that would provide information to drivers regarding road conditions and possible alternate routes;

Support efforts of local and state agencies to preserve abandoned rail rights of way for future transportation use, such as rail transit, busways, or bicycle paths;

Encourage local agencies and Caltrans to include bicycle and pedestrian paths when they design and build new roads or widen or rehabilitate existing ones;

Encourage local jurisdictions to require adequate bicycle and pedestrian facilities in the design of new land-use developments or the redevelopment of existing sites;

Encourage transit providers to improve multi-modal connections between bicycles, bus, and light rail through improved facilities and policies;

Encourage local agencies to send applications for major development projects and general plans to neighboring jurisdictions for their review and comment;

Support efforts of transit providers to coordinate services by simplifying transfers between systems and coordinating schedules to reduce passenger waiting times.

Air Quality Goal: To reduce mobile-source emissions to directly support the achievement of state and federal air-quality goals.

Objectives:

Attain mobile-source performance standards of the California Clean Air Act by 1999 as required by the Act.

Ensure consistency between the Metropolitan Transportation Plan and the current State Implementation Plan developed for the Sacramento Air Quality Maintenance Area

under the federal Clean Air Act.

Achieve the new eight-hour ozone and particulate matter standards mandated by the U.S. Environmental Protection Agency.

Policies and Actions: Advocate local adoption of transportation control measures in each air districts' plan developed in response to the CCAA;

Consider TCM adoption by local jurisdictions in our project-funding process, to encourage the adoption of such measures at the local level;

Advance in our project-funding process those projects that can be demonstrated to reduce mobile-source emissions, such as low-emission-vehicle programs and alternative fuels programs;

Assist local air districts in developing plans for meeting the standards in the California Clean Air Act, and encourage the air districts to coordinate their efforts with ridesharing agencies and transit operators (standards include 1.4 persons per vehicle during peak periods by 1999, a five-percent annual reduction in district-wide emissions, and no net increase in mobile-source emissions after 1997).

Work with local air districts to incorporate in the Metropolitan Transportation Plan those TCMs control measures from local air-quality plans that meet federal TCM requirements (real, permanent, and enforceable).

Work with the local air districts, the Air Resources Board, and other affected stakeholders to incorporate innovative and creative approaches for addressing the transportation system's effect on the region's air quality in the next update of the State Implementation Plan (SIP) due in 2003, and in future updates of the MTP.

Continue to participate in state and national efforts to evaluate episodic and seasonal control programs.

Supplementary Policies: Support research and development of low-emission vehicle technology, alternative fuel technology and power sources and strongly promote their use;

Support efforts such as those of the California Air Resources Board to increase

fuel efficiency and emissions standards for all vehicles, including uniform emission standards for autos and light-duty trucks and emission controls for off-road vehicles;

Encourage jurisdictions, countywide transportation agencies and other planning agencies within the Federal Ozone Nonattainment Area, and within the SACOG region, to continue to cooperate in joint planning efforts to improve air quality;

Encourage local jurisdictions to adopt, as the air-quality element in their local general plans, all pertinent sections of their county air-quality attainment plans developed under the California Clean Air Act.

Environmental Goal: To provide for transportation services, facilities, and vehicles that cause the least amount of environmental damage and yield environmental benefits wherever feasible.

Objectives: Mitigate environmental impacts of the transportation system.

Minimize energy consumption.

Policies and Actions: Advance proposals for transportation enhancement activities in our funding process (these activities integrate transportation facilities into their surrounding communities in an environmentally sensitive way);

Review environmental documents for major transportation improvement projects and recommend study of alternatives and mitigation measures that are consistent with the Environmental Impact Report on the Metropolitan Transportation Plan.

Work with appropriate agencies and organizations to develop programs to reduce vehicle use, in order to reduce fuel use.

Supplementary Policies:: Support efforts of local agencies and Caltrans to mitigate impacts to wetlands and other water resources in the provision of transportation facilities;

Support efforts of appropriate regulatory agencies to consider the effects of airport operations on the environment and surrounding communities;

Support local and state actions to minimize the risk of transporting hazardous materials through heavily populated, congested, and environmentally sensitive areas;

Encourage local, regional, and state agencies to minimize energy requirements through the development of transportation systems and land-use configurations which conserve energy;

Support efforts of local agencies and Caltrans to shield excessive noise through land-use planning, noise-attenuation barriers, and insulation;

Encourage local jurisdictions to follow the recommendations in the comprehensive land use plans prepared by SACOG for the use of land around public and military airports, in order to minimize community exposure to hazard and noise, prevent impairment of airport operational safety, and guide and control future development to restrict land use that is incompatible with airport operations;

Support efforts of local agencies and Caltrans to locate new transportation systems in places that minimize environmental and socioeconomic impacts.

Support and provide data as needed to local agencies and Caltrans as they prepare environmental justice analyses on transportation projects and programs in the MTP.

Safety Goal: To provide the safest possible transportation system for all.

Objectives: Provide a safer transportation system.

Promote the safer use of the transportation system.

Policies and Actions: Advance transportation safety improvement projects in our project-funding process;

Continue to provide support to the Capitol Valley Regional Service Authority for Freeways and Expressways ("SAFE") which provides telephone call boxes on state highways in Yuba, Sutter, Sacramento, Yolo, and San Joaquin counties;

Participate in other efforts to improve personal safety on the transportation system.

Support public agencies and private interest groups, such as the Sacramento Drive Smart Alliance, to educate the public on safety-related issues such as drunken and drugged driving awareness and defensive driving.

Supplementary Policies:

Work with affected stakeholders to plan transportation facilities that are compatible with surrounding neighborhoods;

Support efforts of Caltrans and local agencies to upgrade all road facilities to reasonable safety standards wherever potentially hazardous conditions exist, and to maintain adequate shoulders, where feasible, to allow emergency vehicles to bypass traffic congestion;

Support efforts of Caltrans and local agencies to construct bicycle and pedestrian facilities that are sufficiently wide and clearly marked, and to maintain them to reasonable safety standards; and encourage them to construct continuous bicycle and pedestrian facilities;

Support the efforts of railroads, the California Public Utilities Commission, and the Sacramento Regional Transit District to increase awareness of railroad-crossing safety issues;

Support the efforts of responsible agencies to increase recreational boating safety on the region's waterways (such as intoxication laws and licensing requirements for boaters);

Support the efforts of local agencies to incorporate safety features into the design and maintenance of transportation facilities, including lighted streets, walkways and bikeways, clearing brush and debris away from walkways and bikeways, and maintaining security personnel at transit stations and centers;

Encourage local jurisdictions to develop and implement safe and secure bicycle parking facilities for commercial, industrial, and institutional land uses;

Encourage local jurisdictions to consider alternative design of residential streets to reduce traffic speeds through neighborhoods, enhancing safety.

Economic Goal: To create the most economical transportation system; and to make the most efficient use of funding in providing services and facilities that optimize the movement of people and goods, for maximum economic benefit to the region.

Objectives: Bring sufficient transportation funding to the region, and use the funds in the most cost-effective manner.

Contribute to the economic vitality of the region.

Policies and Actions: Develop a strategic financial plan as part of the Metropolitan Transportation Plan, tying plan recommendations to specific alternative funding scenarios;

Obtain all possible revenues brought about by Senate Bill 45, the Transportation Equity Act for the 21st Century and the revised Bike Lane Account;

Assist cities and counties by studying new methods of transportation financing;

Study the feasibility and socioeconomic impact of toll lanes on the region's highway network to provide additional revenue for transportation improvements, and facilitate dialog on these issues among interested stakeholders;

Study the feasibility and socioeconomic impact of user-pricing strategies on the regional transportation network during peak commute periods and facilitate dialog on these issues among interested stakeholders.

Advance in our project-funding process, proposals to enhance the movement of freight, including agricultural produce and commercial and industrial goods;

Work with appropriate agencies and other affected stakeholders to improve access to ports, airports, intermodal facilities, and major freight distribution routes, to improve the movement of freight within and through the region by all appropriate modes.

Organizational Goal: To develop and achieve a regional transportation vision by fostering coordination and cooperation among all affected stakeholders.

Objective: Serve as a facilitator of the region's transportation vision and bring a regional

perspective to transportation issues.

Policies and Actions: Become a lead educator by sponsoring research, training and education conferences, providing all interested stakeholders with state-of-the-art knowledge on transportation and air-quality issues;

Facilitate information-sharing between local, regional, and state agencies, encouraging them to meet and discuss issues of regional concern;

Assist local agencies wherever possible in conflict resolution, and encourage jurisdictions with such conflicts to meet and discuss resolution;

Build planning partnerships with public agencies, the private sector, the environmental community, and any other affected or interested parties.

Cooperate fully with related efforts by other organizations to develop a long-range transportation vision for the region.

Supplementary Policies: Encourage local jurisdictions to site new development in places where existing transportation facilities and services are adequate, or can easily be made adequate, to reduce the need to developing new infrastructure or services;

Support efforts of local transit operators to develop or continue preventive maintenance programs for their transit vehicles and facilities;

Support efforts to use the most cost-effective approach to transportation facility design, operation, maintenance, and construction, considering both public and private sector involvement;

Support efforts of local agencies to evaluate and mitigate the financial impact of land-use development projects on the transportation system;

Encourage local jurisdictions to implement all feasible demand-management, systems-management, and incident-management measures, as an economic alternative to building additional transportation capacity;

Encourage and assist, if needed, with local development of pavement

management systems that will help ensure cost-effective maintenance of local streets and roads.

1999 MTP Proposed Option Project List

Lead Agency **Caltrans District 3** **El Dorado County**

\$31,000,000	Lump Sum Categories Pavement Resurfacing and/or Rehabilitation	
CAL17690 \$20,000,000	U.S. 50 Add HOV lanes from El Dorado Hills Blvd. to Shingle Springs Rd.	Completion Year 2006
CAL16730 \$3,022,000	U.S. 50 Add truck climbing lane from Silva Valley Rd. to Bass Lake Rd.	Completion Year 2001
CAL16161 \$16,356,000	U.S. 50 In Placerville, from 0.7 miles west of Canal St. to 0.5 miles east of Bedford Ave; capacity improvements at Canal St., SR 49 and Bedford Ave. intersections with U.S. 50; connect Placerville Dr. to Main St. on south side of highway	Completion Year 2003
ELD15610 \$18,000,000	U.S. 50 New interchange at Silva Valley Rd.	Completion Year 2008
CAL16781 \$294,999	U.S. 50 Study adding westbound carpool lane from El Dorado Hills Blvd. to Scott Rd./East Bidwell.	Completion Year 2001

Lead Agency **El Dorado County Dept of Transportation** **El Dorado County**

\$1,651,688	Lump Sum Categories Bicycle and Pedestrian Facilities	
\$1,054,000	Lump Sum Categories Intersection Signalization Projects at Individual Intersections	
\$12,200,000	Lump Sum Categories Pavement Resurfacing and/or Rehabilitation	
ELD15540 \$625,000	Cambridge Rd. Widen from 2 to 4 lanes from U.S. 50 to Country Club Rd.	Completion Year 2000
ELD15050 \$1,640,000	Cameron Park Dr. Widen 2 to 4 lanes, Palmer Dr. to Oxford Rd.	Completion Year 2001
ELD15040 \$4,800,000	Cameron Park Dr. Widen from 2 to 4 lanes, Oxford Rd. to Green Valley Rd. (4 segments)	Completion Year 2002
ELD15080 \$1,500,000	Durock Rd. Widen 2 to 4 lanes, Shingle Lime Rd. to Rodeo Rd.	Completion Year 2002
ELD15130 \$1,400,000	El Dorado Hills Blvd. Widen from 2 to 4 lanes from Green Valley Rd to Harvard Wy.	Completion Year 2002
ELD15110 \$8,800,000	El Dorado Hills Blvd. Widen from 4 to 6 lanes at U.S. 50, widen underpass	Completion Year 2002
ELD15150 \$14,000,000	Green Valley Rd. Widen from 2 to 3 lanes, from Sacramento County Line to Francisco Dr.	Completion Year 2000
ELD15160 \$900,000	Green Valley Rd. Widen from 2 to 4 lanes from Francisco Dr. to Salmon Falls Rd.	Completion Year 2002
ELD15170 \$400,000	Green Valley Rd. Widen from 2 to 4 lanes from Salmon Falls Rd. to Silva Valley Rd.	Completion Year 2002
ELD15660 \$220,000	Latrobe Rd. Signal installation at US 50 eastbound ramps	Completion Year 1999
ELD15230 \$900,000	Latrobe Rd. Widen from 2 to 4 lanes from Golden Foothills Pkwy. N. to Golden Foothills S.	Completion Year 2002
ELD15220 \$400,000	Latrobe Rd. Widen from 2 to 4 lanes from White Rock Rd. to Golden Foothill Pkwy.	Completion Year 2002
ELD15690 \$14,200,000	Missouri Flat Rd. Reconstruct interchange at U.S. 50 (Phase 1). Includes auxiliary lane construction over Weber Creek bridge.	Completion Year 2002

1999 MTP Proposed Option Project List

Lead Agency El Dorado County Dept of Transportation		El Dorado County
ELD15690	Missouri Flat Rd. Reconstruct interchange at U.S. 50 (Phase 1). Includes auxiliary lane construction over Weber Creek bridge.	Completion Year 2002
ELD15250	Missouri Flat Rd. Widen from 2 to 4 lanes from Headington Rd. to U.S. 50	Completion Year 2002
ELD15240	Missouri Flat Rd. Widen from 2 to 4 lanes from U.S. 50 to China Garden Rd.	Completion Year 1999
ELD15260	Mother Lode Dr. Widen from 2 to 4 lanes from French Creek Rd. to Pleasant Valley Rd.	Completion Year 2002
ELD15270	Mother Lode Dr. Widen from 2 to 4 lanes from South Shingle Rd. to French Creek Rd.	Completion Year 2002
ELD15550	North Shingle Rd. Widen from 2 to 4 lanes from U.S. 50 to Ponderosa Rd.	Completion Year 2002
ELD15580	Serrano Rd. Construct new two-lane road from Country Club Dr. to Bass Lake Road.	Completion Year 2002
ELD15360	Silva Valley Pkwy. Construct new two-lane road from Serrano to U.S. 50.	Completion Year 2002
ELD10080	Silva Valley Pkwy. Widen from 2 to 4 lanes from Harvard Wy. to Green Valley Rd.	Completion Year 2002
ELD15560	South Shingle Rd. Widen from 2 to 4 lanes from U.S. 50 to Durock Rd.	Completion Year 2002
ELD15630	U.S. 50 At El Dorado Hills Blvd. interchange. Revise interchange and build eb off-ramp and widen wb off-ramp. Construct new 2-lane extension of Saratoga Rd. from Arrowhead Dr. to Park Dr.; Built in 2 phases.	Completion Year 2005
ELD15370	White Rock Rd. Widen from 2 to 4 lanes Latrobe Rd. to U.S. 50.	Completion Year 2002
ELD10090	White Rock Rd. Widen from 2 to 4 lanes from the Sacramento County line to Latrobe Rd.	Completion Year 2001
ELD15570	Wild Chaparral @ Palmer Construct new two-lane road between Wild Chaparral Dr. and Palmer Dr.	Completion Year 2002
Lead Agency El Dorado County Transportation Commission		El Dorado County
ELD15650	El Dorado Transit - Purchase two commuter buses	Completion Year 1999
\$475,000	Lump Sum Categories Bicycle and Pedestrian Facilities	

1999 MTP Proposed Option Project List

Lead Agency Caltrans District 3		Placer County
\$1,008,000	Lump Sum Categories Noise Attenuation	
\$52,869,706	Lump Sum Categories Pavement Resurfacing and/or Rehabilitation	
\$10,000,000	Lump Sum Categories Safety	
\$26,000,000	Lump Sum Categories Widening Narrow Pavements or Reconstructing Bridges (no additional travel lanes)	
CAL16750 \$26,000,000	I-80 Raise overcrossings at 7 interchanges.	Completion Year 2010
CAL16390 \$4,210,195	I-80 Ramp metering at all interchanges from Foresthill Road to Sacramento County Line.	Completion Year 2005
CAL16470 \$15,506,000	Route 49 Complete safety and operational improvements, including dual left-turn lanes, acceleration lanes, and right-turn lanes from I-80 to Dry Creek Road	Completion Year 2004
CAL15240 \$40,000,000	Route 49 Construct new four-lane bypass from I-80 @ Bowman to Route 49 @ Dry Creek.	Completion Year 2015
CAL17230 \$21,062,000	Route 49 In Placer/Nevada Counties from 0.2 mile south of Placer County line to Wolf/Combie Road in Nevada County - Widen from 2 to 4 lanes	Completion Year 2004
CAL16540 \$1,400,000	Route 49 Widen and signals, from 0.2 miles south of Luther Rd. to new airport/Kemper Rd., near Auburn.	Completion Year 2001
PLA19610 \$9,200,000	Route 65 Construct interchange at Whitney Blvd.	Completion Year 2015
PLA19060 \$30,200,000	Route 65 Lincoln Bypass - 2 lane bypass with partial interchange at Industrial.	Completion Year 2005
PLA19510 \$9,200,000	Route 65 Sunset Blvd. interchange.	Completion Year 2005
CAL15250 \$17,611,000	Route 65 Widen from 0.1 mile north of Blue Oaks Blvd to Industrial Blvd and construct an interchange at Twelve Bridges Drive (formerly Eight-Mile Drive)	Completion Year 2000
PLA18980 \$1,000,000	Route 65 Widen from 2 to 4 lanes from Gladding to Westlake Blvd..	Completion Year 2007
PLA18960 \$3,100,000	Route 65 Widen from 4 to 6 lanes from Westlake Blvd. to Industrial Blvd.	Completion Year 2015
Lead Agency City of Auburn		Placer County
\$740,000	Lump Sum Categories Mass Transit	
Lead Agency City of Colfax		Placer County
\$1,679,133	Lump Sum Categories Mass Transit	
Lead Agency City of Lincoln Dept of Public Works		Placer County
\$750,000	Lump Sum Categories Pavement Resurfacing and/or Rehabilitation	
PLA18610 \$204,758	12 Bridges Drive Construct new 4 lane road from Route 65 to Industrial Blvd	Completion Year 1999

1999 MTP Proposed Option Project List

Lead Agency City of Lincoln Dept of Public Works		Placer County
PLA18600	12th St. Widen from 2 to 4 lanes from East Ave. to Harrison Ave.	Completion Year 2015
PLA18630	Aviation Blvd Construct new 2-4 lane road from Nicholaus Rd to Wise Rd	Completion Year 2002
PLA18650	Aviation Blvd. Widen from 2 to 4 lanes from Venture to Airpark Drive.	Completion Year 2010
PLA18660	East Ave. Widen from 2 to 4 lanes from Route 193 to 12th St.	Completion Year 2015
PLA19010	East Parkway Connector Construct new 2 lane road from Route 65 to Industrial	Completion Year 1999
PLA18680	Eastlake Blvd. Construct new 4 lane road from .8 miles east of Route 65 to Route 193.	Completion Year 2005
PLA18670	Eastlake Blvd. Construct new 4 lane road from Route 65 to Hemphill Blvd.	Completion Year 2002
PLA18690	Ferrari Ranch Rd. Construct new four lane road from Hemphill Blvd. to .8 miles east of Route 65.	Completion Year 2001
PLA18710	Industrial Blvd. Widen from 2 to 4 lanes from Route 65 to West 8 Mile Dr.	Completion Year 2015
PLA18720	Industrial Blvd. Widen from 2 to 4 lanes from West 8 Mile Dr. to Athens Blvd.	Completion Year 2015
PLA18740	Lakeside Dr. Construct new 2 lane road from Nicolaus Road to Airpark Drive.	Completion Year 2004
PLA18730	Lakeside Dr. Widen from 2 to 4 lanes from Nicolaus Rd. to Airpark Dr.	Completion Year 2010
PLA18800	Lincoln Pkwy. Construct 2 lane road from North Twelve Bridges Dr. to south city limits	Completion Year 2003
PLA18860	Lincoln Pkwy. Construct 2 lane road from Route 65 to East Pkwy connector	Completion Year 2001
PLA18780	Lincoln Pkwy. Construct new 2 lane Rd from Del Webb Blvd to Twelve Bridges Dr	Completion Year 1999
PLA18890	Lincoln Pkwy. Construct new 4 lane road from Moore Rd to Westlake Blvd	Completion Year 2001
PLA18750	Lincoln Pkwy. Construct new 4 lane road from Westlake Blvd to Union Pacific Railroad overcrossing.	Completion Year 2001
PLA18770	Lincoln Pkwy. Construct new 4-lane road from East Pkwy connector to Del Webb Blvd	Completion Year 1999
PLA18790	Lincoln Pkwy. Widen from 2 to 4 lanes from Eastridge Pkwy. to 8 Mile Dr.	Completion Year 2010
PLA18880	Lincoln Pkwy. Widen from 2 to 4 lanes from First St. to Moore Rd.	Completion Year 2010
PLA18810	Lincoln Pkwy. Widen from 2 to 4 lanes from North 8 Mile Dr. to South Mile Dr.	Completion Year 2010
PLA18870	Lincoln Pkwy. Widen from 4 to 6 lanes from SP overcrossing to realigned to Route 65.	Completion Year 2015
PLA18760	Lincoln Pkwy. Widen from 4 to 6 lanes from realigned SR 65 to Eastridge Pkwy.	Completion Year 2015

1999 MTP Proposed Option Project List

Lead Agency City of Lincoln Dept of Public Works		Placer County
PLA15970	Nicholaus Rd. \$2,000,000 Widen from 2 to 4 lanes from Airport Rd. to Aviation Blvd.	Completion Year 2010
PLA18910	Nicholaus Rd. \$1,000,000 Widen from 2 to 4 lanes from Joiner Pkwy. to O St.	Completion Year 2002
PLA18920	Nicholaus Rd. \$750,000 Widen from 2 to 4 lanes from Lakeside to Joiner Pkwy.	Completion Year 2000
PLA18930	Road F \$419,500 Widen from 2 to 4 lanes from Lincoln Pkwy. to 8 Mile Dr.	Completion Year 2015
PLA18950	Route 193 \$190,000 Widen from 2 to 4 lanes from Ferrari Ranch Rd. to Sierra College Blvd	Completion Year 2008
PLA18970	Route 65 \$2,169,238 Widen from 2 to 4 lanes from Westlake Blvd to Industrial Blvd	Completion Year 2002
PLA19000	Twelve Bridges \$885,600 Widen from 2 to 4 lanes from Sierra College Blvd. to 8 Mile Drive.	Completion Year 2010
PLA19020	West 8 Mile Dr. \$204,758 Widen from 2 to 4 lanes from Route 65 to Industrial.	Completion Year 2015
PLA18620	Westlake Blvd \$204,750 Construct new 2 lane road from Route 65 Bypass to Lincoln Pkwy	Completion Year 2005
PLA19040	Westlake Blvd. \$255,937 Construct new 4 lane road from Lincoln Pkwy to Route 65	Completion Year 2001
PLA19030	Westlake Blvd. \$712,530 Construct new 4 lane road from Route 65 Bypass to Lincoln Parkway.	Completion Year 2010
PLA19050	Westlake Blvd. \$89,067 Construct new 4 lane road from South Lincoln Crossing to Route 65 Bypass.	Completion Year 2015
Lead Agency City of Rocklin Dept of Public Works		Placer County
\$1,535,000	Lump Sum Categories Bicycle and Pedestrian Facilities	
\$880,000	Lump Sum Categories Mass Transit	
PLA19220	Alta Sierra Dr. \$2,242,000 Construct new 2 lane segment from Roseville City Limits to Sierra College Blvd.	Completion Year 2001
PLA19230	Argonaut Ave. \$1,960,000 Construct new 2 lane segment from Yankee Hill Rd. to Del Mar Ave.	Completion Year 2001
PLA19240	Blue Oaks Blvd. \$2,675,400 Construct new 4 lane segment from Route 65 to Sunset Blvd.	Completion Year 2000
PLA19250	Clover Valley Rd. \$2,803,510 Construct new 2 lane segment from existing roadway to Park Dr.	Completion Year 1998
PLA19500	I-80 \$14,000,000 Reconstruct and landscape at Rocklin Rd. IC (100% locally funded).	Completion Year 2010
PLA19490	I-80 \$9,000,000 Widen existing Sierra College Blvd IC from 2 to 4 lanes, including the on- and off-ramps and loops.	Completion Year 2010
PLA19270	Lone Tree Blvd. \$2,417,900 Construct new 4 lane segment from West Oaks Blvd. to Blue Oaks Blvd.	Completion Year 2001
PLA19290	North Whitney Blvd. \$6,255,587 Construct new 4 lane segment from Route 65 to Park Dr.	Completion Year 2001

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Lead Agency City of Rocklin Dept of Public Works		Placer County
PLA17820 \$2,000,000	Pacific St. Construct downtown improvements.	Completion Year 2015
PLA15500 \$584,500	Pacific St. Widen from 4 to 6 lanes from Roseville City Limit to Sunset Blvd.	Completion Year 2005
PLA15530 \$2,200,000	Pacific St. Widen to 4 lanes from Midas to Loomis Town Limits.	Completion Year 2005
PLA19320 \$3,250,935	Park Dr. Construct new 4 lane segment from Roseville City Limits to Sunset Blvd (6 lanes of ROW).	Completion Year 2002
PLA19310 \$987,000	Park Dr. Widen Park Dr. from 4 to 6 lanes from Sunset Blvd. to Farrier.	Completion Year 2010
PLA15580 \$3,500,000	Rocklin Rd. Widen Rocklin Rd./I-80 UC from 4 to 6 lanes, adding turn lanes.	Completion Year 1999
PLA19480 \$11,400,000	Route 65 Grade separation at Blue Oaks Blvd. interchange.	Completion Year 1999
PLA17910 \$1,000,000	Sunset Blvd. Widen bridge at SPRR from 4 to 6 lanes from South Whitney Blvd. to Pacific St.	Completion Year 2010
PLA19380 \$550,000	Sunset Blvd. Widen from 4 to 6 lanes from Park Dr. to Stanford Ranch Rd.	Completion Year 2005
PLA19360 \$1,600,000	Sunset Blvd. Widen from 4 to 6 lanes from Stanford Ranch Rd. to South Whitney Blvd.	Completion Year 2010
PLA19370 \$550,000	Sunset Blvd. Widen from 4 to 6 lanes from West Oak Blvd. to Park Dr.	Completion Year 2015
PLA15620 \$1,500,000	Sunset Blvd. Widen from 4 to 6 lanes, from Topaz to S. Whitney Blvd.	Completion Year 2010
PLA17900 \$1,000,000	Sunset Blvd. @ SPRR overcrossing Widen from 4 to 6 lanes over the SPRR tracks.	Completion Year 2010
PLA19410 \$1,248,000	West Oaks Blvd. Construct new 4 lane segment from Sunset Blvd. to Lonetree Blvd.	Completion Year 2001
PLA19420 \$5,687,000	Yankee Hill Rd. Construct new 2 lane segment from Argonaut Ave. to Pacific St.	Completion Year 2002
Lead Agency City of Roseville Dept of Public Works		Placer County
\$1,451,457	Lump Sum Categories Bicycle and Pedestrian Facilities	
PLA19810 \$3,600,000	Atkinson Street Widen to four lanes from Foothills Blvd to city limits	Completion Year 2001
PLA15650 \$4,970,000	Atlantic St. Widen from 2 to 4 lanes, Vernon to Harding.	Completion Year 1999
PLA15660 \$3,307,000	Baseline Rd. Widen from 2 to 4 lanes, from City Limits to west of Foothills Blvd.	Completion Year 2005
PLA19640 \$1,550,000	Blue Oaks Blvd. Widen from 2 to 4 lanes from Foothills Blvd. to Woodcreek Oaks Blvd.	Completion Year 2000
PLA17950 \$35,000	Cirby Way Widen from 4 to 5 lanes, from Riverside Ave. to Regency Way.	Completion Year 2003
PLA15700 \$438,000	Cirby Way Widen from 4 to 6 lanes from Regency St to Sunrise Ave	Completion Year 2003

1999 MTP Proposed Option Project List

Lead Agency City of Roseville Dept of Public Works		Placer County
PLA15690	Cirby Way \$745,100 Widen from 4 to 6 lanes from Regency St. to Oak Ridge Dr.	Completion Year 2002
PLA15680	Cirby Way \$3,854,002 Widen from 4 to 6 lanes, from Foothill Blvd. to Riverside Blvd.	Completion Year 2002
PLA19570	Downtown Roseville \$285,000 Transportation enhancement activities for Downtown Roseville; Gateway Project.	Completion Year 2002
PLA15720	Eureka Blvd. \$339,000 Widen from 2 to 4 lanes, from Sierra College to City Limits.	Completion Year 2010
PLA19590	Fairway Dr. \$3,000,000 Construct new 4 lane road from Stanford Ranch Rd. to Blue Oaks Blvd.	Completion Year 1999
PLA15730	Foothills Blvd. \$100,000 Widen from 4 to 6 lanes, from Cirby to Pleasant Grove Blvd.	Completion Year 2010
PLA15740	Harding Blvd \$200,000 Widen from 4 to 6 lanes, from Berry to Roseville Pkwy.	Completion Year 2010
PLA18020	Harding Blvd. @ Roseville Pkwy. \$7,775,000 Construct grade separated urban interchange with Roseville Parkway over Harding.	Completion Year 2010
PLA15711	I-80 \$19,040,000 Douglas Blvd Interchange: Modify interchange to revise on- and off-ramps, and complete the Sunrise/Douglas grade separation improvement	Completion Year 2002
PLA15750	Industrial Blvd. \$2,268,000 Widen from 2 to 4 lanes, from Washington to City Limits.	Completion Year 2010
PLA19450	Junction Blvd. \$1,000,000 Construct new four-lane extension from current end to Fiddymnt Rd	Completion Year 2000
PLA15770	Pleasant Grove Blvd. \$700,000 Construct 6 lane road from Roseville Pkwy to Route 65.	Completion Year 2000
PLA15780	Pleasant Grove Blvd. \$1,000,000 Construct new 4 lane road from Route 65 to Rocklin City Limits.	Completion Year 2000
PLA15760	Pleasant Grove Blvd. \$2,191,000 Widen from 4 to 6 lanes, from Washington to Wood Creek Oaks	Completion Year 2000
PLA15790	Pleasant Grove Blvd. \$675,000 Widen from 4 to 6 lanes, from Woodcreek Oaks Blvd. to Fiddymnt Rd.	Completion Year 2000
PLA18100	Riverside Ave. @ Cirby Way \$7,465,740 Construct grade separation of northbound Riverside Bl. to westbound Cirby Way.	Completion Year 2002
PLA15810	Roseville Pkwy. \$310,000 Construct 4 lane segment from Washington Blvd. to Foothills Blvd.	Completion Year 1999
PLA15800	Roseville Pkwy. \$13,800,000 Construct 6 lane segment from Taylor Rd. to Harding Blvd.	Completion Year 2000
PLA15840	Roseville Pkwy. \$9,250,000 Construct six-lane segment from Rocky Ridge Dr. to Sunrise Ave., including bridges.	Completion Year 2000
PLA15830	Roseville Pkwy. \$535,000 Widen from 2 to 4 lanes from City Limits to Sierra College Blvd.	Completion Year 2002
PLA19460	Roseville Pkwy. \$669,715 Widen from 2 to 6 lanes from Pleasant Grove to Washington.	Completion Year 2010
PLA15820	Roseville Pkwy. \$1,440,000 Widen from 4 to 6 lanes from Pleasant Grove to Washington.	Completion Year 2001
PLA15850	Roseville Rd. \$2,056,680 Widen from 2 to 4 lanes from City Limits to Cirby Way.	Completion Year 2005

1999 MTP Proposed Option Project List

Lead Agency **City of Roseville Dept of Public Works****Placer County**

PCT10150	Roseville Transit		Completion Year
\$1,800,000	Purchase buses for expansion and replacement of existing fleet.		1999
PLA19520	Route 65		Completion Year
\$10,100,000	Construct an interchange at Pleasant Grove Blvd		2001
PLA15880	Stanford Ranch Rd.		Completion Year
\$1,400,000	Widen from 4 to 6 lanes from Route 65 to Rocklin City Limits.		1999
PLA19600	Stoneridge Dr.		Completion Year
\$1,000,000	Construct four lane Stoneridge Dr from Roseville Pkwy to city limits		2000
PLA15890	Sunrise Ave.		Completion Year
\$2,220,983	Widen from 4 to 6 lanes, from Sacramento County line to Madden Ln.		2002
PLA15910	Taylor Rd.		Completion Year
\$161,639	Widen from 2 to 4 lanes from Roseville Pkwy to I-80		2002
PLA15911	Taylor Rd.		Completion Year
\$2,019,036	Widen from 2 to 4 lanes, I-80 to City Limits.		2002
PLA15920	Washington Blvd.		Completion Year
\$5,518,500	Widen from 2 to 4 lanes, from Sawtell to Blue Oaks, including Andover undercrossing.		2010
PLA19470	Woodcreek Oaks		Completion Year
\$2,000,000	Construct new road segment of Woodcreek Oaks from north of Pleasant Grove to Blue Oaks.		2010
PLA19800	Woodcreek Oaks		Completion Year
\$1,500,000	Widen to four lanes from Junction Blvd to Blue Oaks Blvd		2001

Lead Agency **Placer County Dept of Public Works****Placer County**

\$2,904,000	Lump Sum Categories Bicycle and Pedestrian Facilities		
\$225,000	Lump Sum Categories Mass Transit		
\$13,550,000	Lump Sum Categories Pavement Resurfacing and/or Rehabilitation		
\$1,495,300	Lump Sum Categories Safety		
\$256,000	Lump Sum Categories Widening Narrow Pavements or Reconstructing Bridges (no additional travel lanes)		
PLA18380	16th St.		Completion Year
\$200,000	Construct a 2 lane road from Baseline Road to Sacramento County line.		2010
PLA19870	Auburn		Completion Year
\$400,000	Intersection improvements on Bell Rd. at Route 49		2000
PLA15080	Auburn-Folsom Rd.		Completion Year
\$2,300,000	Widen from 2 to 4 lanes from Sacramento County line to Joe Rodgers Rd.		2002
PLA15090	Baseline Rd.		Completion Year
\$715,000	Widen from 2 to 4 lanes from Fiddymment Rd. to Cook-Riolo Rd..		2002
PLA15100	Baseline Rd.		Completion Year
\$4,530,000	Widen from 2 to 4 lanes from Sutter County line to Fiddymment Rd.		2015
PLA15110	Bell Rd.		Completion Year
\$5,000,000	Widen from 2 to 4 lanes from I-80 to Richardson Dr.		1999
PLA15120	Bill Francis Dr.		Completion Year
\$333,000	Construct 2-lane road from new Airport Rd. to old Airport Rd.		2010

1999 MTP Proposed Option Project List

Lead Agency Placer County Dept of Public Works		Placer County
PLA15130	Bowman Undercrossing Widen from 2 to 4 lanes from Bowman Rd to Lincoln Way.	Completion Year 2000
PLA15150	Christian Valley Rd. Extend as 2 lane road to Route 49 along Florence Dr.	Completion Year 2005
PCT10080	Consolidated Trans Agency of Placer, Inc Purchase three small replacement buses for Consolidated Transportation Services Agency of Placer County, Inc.	Completion Year 1999
PLA15160	Cook Riolo Rd. Construct as a 2-lane road from the Sacramento County line to PFE Rd.	Completion Year 1999
PLA15170	Don Julio Blvd. Construct as a 2 lane road from the Sacramento County line to PFE Rd.	Completion Year 2005
PLA16830	Douglas Blvd. Widen to 6 lanes, from Sierra College Blvd. to Auburn-Folsom Rd.	Completion Year 2015
PLA18390	Dyer Lane Construct as 2 lane road from 16th St. to Watt Ave.	Completion Year 2010
PLA15180	East Roseville Pkwy. Widen from 2 to 4 lanes from Barton Rd. to Sierra College Blvd.	Completion Year 2015
PLA15200	Education St. Construct as a 2 lane road from Blue Oaks to Richarson Dr.	Completion Year 2005
PLA18410	English Colony Rd. Widen and realign for adding shoulders and bike lanes, from Taylor Rd. to Sierra College Blvd.	Completion Year 2005
PLA18420	Foothills Blvd. Construct as 2 lane road from Athens Rd. to the City of Lincoln.	Completion Year 2016
PLA15220	Foothills Blvd. Construct as a 2 lane road from the City of Roseville to Athens Rd.	Completion Year 2007
PLA15230	Galena Dr. Construct as a 2 lane road from Quartz Dr. to Education St.	Completion Year 2005
PLA15070	I-80 Widen the Auburn Ravine Rd. overcrossing from 2 to 4 lanes.	Completion Year 2010
PLA18450	Indian Hill Rd. Widen from 2 to 4 lanes from Auburn-Folsom Rd. to Newcastle.	Completion Year 2015
PLA18460	Industrial Ave. Widen from 2 to 4 lanes, from Sunset Blvd. to Athens Rd.	Completion Year 2015
PLA18480	Mt. Vernon Rd. Widen and realign two-lane roadway from City of Auburn to Atwood Rd.	Completion Year 2005
PLA15270	North Antelope Rd. Widen from 2 to 4 lanes from Sacramento County line to PFE Rd.	Completion Year 2005
PLA15280	Old Auburn Rd. Widen from 2 to 4 lanes from Sierra College Blvd. to City of Roseville.	Completion Year 2002
PLA18050	Old Auburn Rd. Widen to provide a center 2-way left turn lane from S. Cirby Way to Sierra College Blvd.	Completion Year 2010
PLA18490	PFE Rd. Widen from 2 to 4 lanes and realign from Watt Ave. to Walerga Rd.	Completion Year 2005
PLA15310	PFE Rd. Widen to 6 lanes from North Antelope to City of Roseville.	Completion Year 2015
PLA15300	Parallel Rd. Construct as a 2 lane road from Dry Creek Rd. to Quartz Rd., east of Route 49.	Completion Year 2015

1999 MTP Proposed Option Project List

Lead Agency Placer County Dept of Public Works		Placer County
PLA16070 \$63,500	Placer County Construct park and ride lots, Western Placer County Park and Ride Program.	Completion Year 2000
PCT10140 \$410,000	Placer County Transit Purchase vehicles for minor expansion and replacement of existing fleet.	Completion Year 2000
PLA17360 \$5,581,000	Placer Hills Rd. Widen to three lanes from I-80 to Combie Rd.	Completion Year 2000
PLA15320 \$301,000	Professional Dr. Construct as 2-lane road from Bell Rd. to Atwood Rd.	Completion Year 2000
PLA15330 \$404,000	Quartz Dr. Construct as a 2 lane road from Route 49 southeast to Bell Rd.	Completion Year 2002
PLA15340 \$133,000	Quartz Dr. Construct as a 2 lane road to Richardson Dr.	Completion Year 2005
PLA15360 \$585,000	Richardson Dr. Construct as a 2 lane road from Dry Creek Rd. to Bell Rd.	Completion Year 1999
PLA18500 \$825,900	Richardson Dr. Improve 2 lanes and realign between Atwood Rd. and Bell Rd.	Completion Year 1999
PLA15370 \$3,100,000	Rocklin Rd. extension Construct as a 2 lane road from Barton Rd. to Auburn/Folsom Rd.	Completion Year 2015
PLA15600 \$3,700,000	Sierra College Blvd. South Rocklin City Limits to Douglas, widen road from 2 to 4 lanes.	Completion Year 2010
PLA15390 \$4,400,000	Sierra College Blvd. Widen from 2 to 4 lanes from Route 193 to Taylor Rd.	Completion Year 2010
PLA15380 \$525,000	Sierra College Blvd. Widen to 4 lanes Sacramento Co. line to Old Auburn Rd	Completion Year 2000
PLA15400 \$3,600,000	Sierra College Blvd. Widen to 6 lanes from Taylor Rd. to south Rocklin City Limits.	Completion Year 2010
PLA19880 \$500,000	Squaw Valley Road Widen to three lanes from Route 89 to the end on Squaw Valley Road	Completion Year 2001
PLA15410 \$1,000,000	Sunset Blvd. Widen from 2 to 4 lanes Cincinnati Ave to Fiddymont Rd.	Completion Year 2015
PLA19830 \$4,400,000	Sunset Blvd. Widen from 2 to 4 lanes from Route 65 to Cincinnati Ave	Completion Year 2001
PLA15940 \$450,000	Taylor Rd. Widen from 2 to 4 lanes from Horseshoe Bar Rd. to King Rd.	Completion Year 2010
PLA19550 \$3,239,360	Truckee River Canyon Build TART maintenance facility.	Completion Year 1999
PLA15420 \$4,140,000	Walerga Rd. Widen and realign from 2 to 4 lanes from Baseline Rd. to Sacramento Co. line.	Completion Year 2001
PLA15440 \$592,000	Willowcreek Dr. Construct a 4-lane road from Route 49 to Dewitt.	Completion Year 2000
Lead Agency Placer County Transportation Planning Agency		Placer County
\$2,000,000	Lump Sum Categories Bicycle and Pedestrian Facilities	
\$5,960,000	Lump Sum Categories Intersection Signalization Projects at Individual Intersections	

1999 MTP Proposed Option Project List

Lead Agency Placer County Transportation Planning Agency		Placer County
PLA19090 \$1,200,000	I-80 Corridor Commuter Rail Construction of commuter rail platforms in Loomis, New Castle and Bowman.	Completion Year 2013
PLA19080 \$22,000,000	I-80 Corridor Commuter Rail I-80 corridor commuter rail rolling stock purchase.	Completion Year 2013
PLA19150 \$2,500,000	I-80 Corridor Commuter Rail I-80 corridor commuter track improvements.	Completion Year 2013
PCT10230 \$14,000,000	Placer County Annual \$2 million operating and maintenance cost for commuter rail for seven years (2015-2022), stops at Colfax, Bowman, Auburn, Newcastle, Loomis, Rocklin and Roseville in Placer County, and Sacramento.	Completion Year 2022
PCT10020 \$4,000,000	Placer County Annual \$2 million operating and maintenance cost for commuter rail for two years (2013), stops at Colfax, Bowman, Auburn, Newcastle, Loomis, Rocklin and Roseville in Placer County, and Sacramento.	Completion Year 2011
PCT10000 \$2,870,000	Placer County Commuter rail stations in Bowman, Newcastle, Loomis.	Completion Year 2015
PLA19200 \$10,920,000	Various Locations Safety improvements at several locations.	Completion Year 2015
Lead Agency Town of Loomis		Placer County
PLA16350 \$11,000,000	Horseshoe Bar Rd. @ I-80 Widen overcrossing 2 to 4 lanes and improve ramps.	Completion Year 2010

1999 MTP Proposed Option Project List

Lead Agency Caltrans District 3		Sacramento County
\$3,041,000	Lump Sum Categories Bicycle and Pedestrian Facilities	
\$50,708,338	Lump Sum Categories Pavement Resurfacing and/or Rehabilitation	
\$11,107,045	Lump Sum Categories Plantings, Landscaping, etc.	
\$20,495,001	Lump Sum Categories Safety	
\$5,261,000	Lump Sum Categories Widening Narrow Pavements or Reconstructing Bridges (no additional travel lanes)	
CAL17850 \$15,000,000	I-5 Add HOV lanes from I-80 to Sacramento International Airport	Completion Year 2006
CAL17840 \$38,000,000	I-5 Add HOV lanes from Laguna Blvd. to J St.	Completion Year 2006
CAL17860 \$10,000,000	I-5 Construct auxiliary lanes on I-5 from Richards Blvd to Garden Hwy	Completion Year 2006
CAL16920 \$6,300,000	I-5 Installation of closed-circuit television, highway advisory radio, ramp metering and loop detectors in Sacramento County	Completion Year 2006
CAL15135 \$28,305,254	I-80 Add HOV lanes from Longview to the Placer County line	Completion Year 2003
CAL17910 \$6,000,000	I-80 Add third lane to I-80 connector to Route 51 (Capital City Freeway)	Completion Year 2002
CAL17920 \$5,000,000	I-80 Construct Traffic Operations System (TOS) on I-80 from I-5 to Watt Ave.	Completion Year 2005
SAC18790 \$613,171	Route 160 Fiber optic communication system from Del Paso Blvd. to I St. and from 12th St. to 10th St.	Completion Year 1999
CAL16910 \$793,000	Route 51, I-80, Route 160 Construct metering/surveillance system on Route 51 from American River to the Route 51/I-80 separation, on I-80 from the Route 51/I-80 separation to the Placer County line, and on Route 160 at .5 kilometer west of Tribute Rd.	Completion Year 1999
CAL17630 \$3,150,000	Route 99 Construct new maintenance facility near Elk Grove	Completion Year 2000
CAL16870 \$5,400,000	Route 99/Route 51 Construct add-a-lane HOV on Route 99 from MLK, Jr. Blvd. to the Route 99/51 junction and take-a-lane HOV from the Route 99/51 junction to B St.	Completion Year 1999
CAL16790 \$38,800,000	U.S. 50 Construct HOV lane on U.S. 50 from 15th/16th Streets to Mayhew Rd.	Completion Year 2010
CAL17890 \$42,000,000	U.S. 50 Construct HOV lanes on U.S. 50 from Mayhew to Sunrise Blvd	Completion Year 2010
CAL17050 \$4,136,000	U.S. 50 Construct maintenance facility on U.S. 50 near Sunrise Blvd	Completion Year 1999
Lead Agency City of Citrus Heights Dept of Public Works		Sacramento County
\$3,000,000	Lump Sum Categories Bicycle and Pedestrian Facilities	
\$974,000	Lump Sum Categories Pavement Resurfacing and/or Rehabilitation	

1999 MTP Proposed Option Project List

Lead Agency City of Citrus Heights Dept of Public Works		Sacramento County
SAC19000 \$2,168,000	Antelope Rd. Widen from I-80 and Auburn Blvd. in Citrus Heights from 4 to 6 lanes.	Completion Year 2002
SAC15030 \$499,744	Antelope Rd. Widen from Roseville Rd. to Tupelo from 4 to 6 lanes	Completion Year 2002
SAC20970 \$6,000,000	Antelope Rd. Widen to 4 lanes Auburn to Old Auburn, project includes bicycle lanes, and traffic control improvements.	Completion Year 2001
SAC21000 \$2,965,000	Auburn Blvd. Reconstruct to arterial standards Sylvan to city limits. Improve traffic signals and street lighting.	Completion Year 2003
SAC19600 \$1,187,000	Auburn Blvd. Widen from Greenback Lane to Manzanita from 4 to 6 lanes	Completion Year 2006
SAC15300 \$3,816,000	Greenback Lane Widen from Auburn Blvd. to Dewey Dr. from 4 to 6 lanes	Completion Year 2003
SAC15310 \$6,866,425	Greenback Lane Widen from Dewey Dr. to San Juan Ave. from 4 to 6 lanes	Completion Year 2001
SAC16880 \$3,579,000	Old Auburn Rd. Widen from Mariposa Ave. to Wachtel Way from 2 to 4 lanes	Completion Year 2002
SAC16910 \$2,325,000	Sunrise Blvd. Widen Sunrise Blvd. from 4 to 6 lanes including a raised median from Antelope Rd. to Placer County.	Completion Year 2002
SAC16920 \$3,421,000	Sunrise Blvd. Widen Sunrise Blvd. from 4 to 6 lanes including raised median from Greenback Ln. to Antelope Rd.	Completion Year 2003
SAC20980 \$1,500,000	Sylvan Rd. Widen to 4 lanes, Greenback Ln. to Auburn Blvd., project includes bicycle lanes and pavement reconstruct where necessary.	Completion Year 2004
Lead Agency City of Folsom Dept of Public Works		Sacramento County
\$9,195,600	Lump Sum Categories Bicycle and Pedestrian Facilities	
\$3,470,000	Lump Sum Categories Mass Transit	
\$406,322	Lump Sum Categories Pavement Resurfacing and/or Rehabilitation	
SAC21250 \$250,000	Blue Ravine Rd. Widen WB approach to Folsom Blvd. to provide dual left-turn lanes and exclusive through and right-turn lanes.	Completion Year 2002
SAC21220 \$4,000,000	Broadstone Pkwy Construct 4-lane section from Golf Links Dr. to Russell Ranch Rd.	Completion Year 2002
SAC21140 \$1,750,000	Broadstone Pkwy Construct Broadstone Parkway with 4-lane section from East Bidwell St. to Golf Links Drive.	Completion Year 1999
SAC16180 \$2,720,000	Folsom Blvd. Widen Folsom Bl. from 2 to 4 lanes, Natoma St. to Blue Ravine Rd.	Completion Year 1999
SAC16170 \$59,392,000	Folsom Blvd. @ Auburn-Folsom Rd. Construct 4 lane bridge from Folsom Bl. to Auburn-Folsom Rd. across the American River.	Completion Year 1999
SAC20230 \$1,200,000	Folsom Corridor Downtown rail acquisition - Purchase ROW for light rail extension, Iron Point Road to downtown Folsom.	Completion Year 1999
SAC21120 \$11,500,000	Folsom Light Rail Extend light rail from Iron Point Road to historic downtown Folsom, including new station in Silverbrook at Glenn Drive	Completion Year 2002
SAC20220 \$2,500,000	Folsom Rail Stations Construct park and ride facilities at Iron Point Rd and at the historic station in downtown Folsom.	Completion Year 2000

1999 MTP Proposed Option Project List

Lead Agency **City of Folsom Dept of Public Works** **Sacramento County**

SAC16190	Folsom-Auburn Rd.	Completion Year
\$1,700,000	Widen from 2 to 4 lanes from Folsom Dam Rd. to Placer Co. line.	2002
SAC21130	Iron Point Road	Completion Year
\$6,000,000	Extend Iron Point Road with 4-lane intersection from Russi Road east to East Bidwell Street to El Dorado County.	1999
SAC20540	Riley St.	Completion Year
\$2,255,000	Extend Riley St. from Blue Ravine Rd. across Willow Creek to Russi Rd.	2000
SAC21230	Russell Ranch Rd.	Completion Year
\$6,200,000	Construct 4-lane section from El Dorado Co. line to Iron Point Rd.	2002
SAC19853	U.S. 50	Completion Year
\$6,982,000	Folsom Blvd Interchange - From Natoma overhead to Hazel Ave: Revise interchange ramps and construct auxiliary lanes	2001
SAC18390	U.S. 50	Completion Year
\$11,500,000	Rebuild interchange at the E. Bidwell St. and Scott Rd. junction.	2001
SAC19880	U.S. 50 @ Oak Ave.	Completion Year
\$11,500,000	Construct 4 lane interchange for newly extended Oak Av.	2008
SAC19890	U.S. 50 @ Russell Ranch Rd.	Completion Year
\$11,500,000	Construct 4 lane interchange at extension of Russell Ranch Rd.	2008

Lead Agency **City of Galt Dept of Public Works** **Sacramento County**

\$53,500	Lump Sum Categories	
	Bicycle and Pedestrian Facilities	
\$1,649,558	Lump Sum Categories	
	Pavement Resurfacing and/or Rehabilitation	
SAC21240	Blue Ravine Rd.	Completion Year
\$1,300,000	Widen from 2 to 4 lanes from Big Valley Rd. to 700 ft northeast of East Natoma St.	2002
SAC20580	C St.	Completion Year
\$8,000,000	Widen C Street overpass to 4 lanes with addition of bike lanes at Route 99.	2010
SAC19750	Lincoln Way	Completion Year
\$3,000,000	Reconstruct Lincoln Way from Southdale to South Sacramento County line	2001
SAC19760	Lincoln Way	Completion Year
\$3,000,000	Reconstruct Lincoln Way from Wendy Hope to Twin Cities Rd.	2004
SAC17500	Orr Rd. @ Elmer Ave.	Completion Year
\$128,400	Orr Rd./Elm Ave. employment linkage bikeway	2006
SAC20590	Twin Cities Rd.	Completion Year
\$1,435,000	Widen Twin Cities Road overpass to 4 lanes at Route 99 with addition of bikelanes.	2005
SAC20600	Walnut Ave.	Completion Year
\$1,257,000	Improve north and southbound ramps to Route 99 from Walnut Ave.	2010

Lead Agency **City of Sacramento Dept of Public Works** **Sacramento County**

\$14,556,500	Lump Sum Categories	
	Bicycle and Pedestrian Facilities	
\$24,298,856	Lump Sum Categories	
	Mass Transit	
\$5,529,201	Lump Sum Categories	
	Pavement Resurfacing and/or Rehabilitation	
\$28,610,000	Lump Sum Categories	
	Safety	

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Lead Agency		City of Sacramento Dept of Public Works	Sacramento County
\$8,000,000	Lump Sum Categories Widening Narrow Pavements or Reconstructing Bridges (no additional travel lanes)		
SAC18600 \$3,900,000	"A" St. Construct "A" St. from El Centro Rd. to Commerce Way as a 4 lane road		Completion Year 2015
SAC18710 \$3,194,000	"A" St. and I-5 Construct "A" St. overcrossing of I-5 for the planned "A" street that will run east-west from El Centro Rd. to Commerce Way crossing over I-5.		Completion Year 2008
SAC18370 \$2,800,000	10th St. Extend 10th St. from north of B St. to the planned Riverfront Dr. along the American River		Completion Year 2015
SAC18260 \$8,000,000	5th St. Extend 5th St. northward from I St. to Richards Blvd.		Completion Year 2015
SAC18240 \$14,553,000	7th St. Extend 7th St. as a 4 lane road from North B St. to Richards Blvd.		Completion Year 2010
SAC18360 \$4,600,000	7th St. Extend 7th St. from north of Richards northward to the planned Riverfront Dr. at the Sacramento River		Completion Year 2013
SAC18230 \$7,500,000	7th St. Extend 7th St. to the north from G St. to North B St.		Completion Year 2001
SAC15910 \$23,804,000	Arden Way Arden Garden Connector Phase 2: Construct 4 lane Arden/Garden connector from Colfax St. to Northgate Blvd.		Completion Year 1999
SAC18350 \$7,500,000	B St. and North B St. Construct B St from 5th St to Gateway Blvd and widen North B St to 3 lanes from 5th to Gateway Blvd		Completion Year 2015
SAC18300 \$9,300,000	Bannon St. Extend Bannon St. from I-5 to the planned Gateway Blvd. as part of SP Railyards redevelopment project		Completion Year 2015
SAC17590 \$3,000,000	Bruceville Rd. Widen from Sheldon Rd. to Cosumnes River Blvd to 6 lanes		Completion Year 2003
SAC17010 \$7,900,000	Cosumnes River Blvd. Construct 2 lane Cosumnes River Blvd. extension from I-5 to Franklin Blvd.		Completion Year 2010
SAC15930 \$1,654,000	Cosumnes River Blvd. Widen Cosumnes River Blvd. to 4 lanes from Franklin Blvd. to Center Pkwy.		Completion Year 2015
SAC15920 \$3,000,000	Cosumnes River Blvd. Widen from Franklin Blvd. to Route 99 from 2 to 4 lanes		Completion Year 2015
SAC15970 \$8,748,000	Del Paso Rd. Widen Del Paso Blvd. to 6 lanes from Truxel Rd. to El Centro Rd.		Completion Year 2000
SAC18480 \$2,898,000	Del Paso Rd. Widen Del Paso Rd. to 4 lanes from the City limits to El Centro Rd.		Completion Year 2015
SAC18440 \$5,259,000	East Commerce Way Build 4 lane Commerce Way extension from planned North Loop Rd. to Elkhorn Blvd.		Completion Year 2002
SAC18580 \$2,992,000	East Commerce Way Construct 4 lane East Commerce Way extension from planned South Loop Rd. to San Juan Rd. as a 4 lane road		Completion Year 2015
SAC18460 \$7,255,000	East Commerce Way Construct 6 lane East Commerce Way extension from planned North Loop Rd. to Del Paso Rd.		Completion Year 2001
SAC18570 \$3,217,000	East Commerce Way Construct East Commerce Way extension from North Market Blvd. to the planned South Loop Rd. as a 6 lane road		Completion Year 2005
SAC18740 \$1,977,000	El Centro Rd. Extend El Centro Rd. northeasterly over I-5 and east to Truxel Rd.		Completion Year 2015

1999 MTP Proposed Option Project List

Lead Agency City of Sacramento Dept of Public Works		Sacramento County
SAC18610 \$13,020,000	El Centro Rd. Widen El Centro Rd. to 4 lanes from Del Paso Rd. to San Juan Rd. to 6 lanes	Completion Year 2003
SAC17610 \$1,977,000	Elder Creek Rd. Widen Elder Creek Rd. to 4 lanes from Power Inn Road to South Watt Ave.	Completion Year 2015
SAC18500 \$19,449,000	Elkhorn Blvd. Widen Elkhorn Blvd. to 6 lanes from Route 99 to the City/County (related interchange widening listed under Route 99)	Completion Year 2006
SAC18760 \$4,410,000	Evergreen St. Extend Evergreen St. from Arden Way southwest paralleling the railroad tracks and intersecting Royal Oaks Dr. north of Route 160	Completion Year 2015
SAC16000 \$22,050,000	Exposition Blvd. Construct split-diamond interchange at Route 160	Completion Year 2015
SAC16010 \$24,255,000	Florin-Perkins Rd. Widen Florin-Perkins Rd. to 6 lanes from Folsom Blvd. to Florin Rd.	Completion Year 2020
SAC20770 \$9,150,000	Folsom Blvd Widen Folsom Blvd from 2 to 4 lanes from Power Inn Road to 65th St and replace existing UP railroad grade separation and realign Jed Smith connection.	Completion Year 2005
SAC20650 \$940,000	Freeport Shores Bridge Construct new Freeport Shores bridge over Route 160 connecting the Sacramento River Trail and the sports complex	Completion Year 2006
SAC17620 \$31,973,000	Garden Highway Widen Garden Highway to 4 lanes from Natomas Park Dr. to Northgate Blvd.	Completion Year 2010
SAC18540 \$7,279,000	Gateway Park Drive Widen Gateway Park Dr. to 4 lanes from Del Paso Rd. to Truxel Rd.	Completion Year 2005
SAC20800 \$961,000	Howe Ave. / Power Inn Rd. Widen Howe Ave./Power Inn Rd. to 6 lanes from College Town Dr. to Folsom Blvd. with operational improvements and U.S. 50 ramp access improvements (Engineering and ROW only).	Completion Year 2000
SAC20801 \$4,039,000	Howe Ave. / Power Inn Rd. Widen Howe Ave./Power Inn Rd. to 6 lanes from College Town Dr. to Folsom Blvd. with operational improvements and U.S. 50 ramp access improvements.	Completion Year 2002
SAC18640 \$1,191,000	I-5 Add a second auxiliary lane on I-5 from I-80 to the North Market Blvd. interchange	Completion Year 2010
SAC18660 \$714,000	I-5 Add an auxiliary lane in each direction to I-5 between Del Paso Rd. and Route 99	Completion Year 2007
SAC20010 \$13,490,000	I-5 Construct 6 lane North Market Blvd interchange and single auxiliary lane in each direction from I-80 to Del Paso Rd. modifying I-5/I-80/Del Paso Rd. interchange to accomodate auxiliary lanes.	Completion Year 2001
SAC18180 \$14,600,000	I-5 @ Bannon St./Richards Blvd. Rebuild interchange at Bannon/Richards including extending Bannon St. to the west, and building ramps for interchange	Completion Year 2015
SAC18380 \$6,000,000	I-5 @ Cosumnes River Blvd. Build new interchange at Cosumnes River Blvd.	Completion Year 2010
SAC18650 \$5,417,000	I-5 @ El Camino Interchange Expand the El Camino interchange on I-80 to 4 lanes and modify ramps.	Completion Year 2008
SAC18170 \$2,800,000	I-5 @ Richards Blvd Interchange Interim ramp improvements including ties with other road projects related to the SP railyards redevelopment projects	Completion Year 2005
SAC18670 \$216,000	I-5 @ Route 99 Interchange Add a second on-ramp lane from SB Route 99 to SB I-5.	Completion Year 2015
SAC20660 \$253,000	I-5 and I-80 Modify I-5 interchange at I-80 to allow 2 southbound exit lanes from I-5	Completion Year 2007

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Lead Agency		City of Sacramento Dept of Public Works	Sacramento County
SAC20670	I-5 and I-80		Completion Year
\$13,000,000	Modify I-5 interchange at I-80 to create ramp for eastbound to northbound traffic		2010
SAC19580	I-80		Completion Year
\$1,450,000	Add auxiliary lane from Truxel Rd. to Northgate Blvd.		1999
SAC18700	I-80		Completion Year
\$3,250,000	Extend the existing westbound off-ramp onto Northgate Blvd. for safety reasons, add auxiliary lane to westbound on-ramp and add a lane to eastbound off-ramp.		2015
SAC16040	Jackson Rd.		Completion Year
\$4,410,000	Widen Jackson Rd. to 4 lanes from Folsom Blvd. to South Watt Ave.		2015
SAC20810	Jed Smith		Completion Year
\$77,000	Extend Jed Smith as a 2-lane connection between CSUS and Folsom Blvd (Engineering and ROW).		2000
SAC20811	Jed Smith		Completion Year
\$323,000	Extend Jed Smith as a 2-lane connection between CSUS and Folsom Blvd.		2002
SAC16050	North Market Blvd.		Completion Year
\$1,627,000	Construct North Market Blvd. as an 8-lane arterial from current terminus to I-5		2001
SAC18590	North Market Blvd.		Completion Year
\$3,577,000	Extend North Market as a 4 lane road between El Centro Rd. and 2200 feet east of El Centro Rd. and 6 lanes from that point eastward to Commerce Way with no interchange.		2006
SAC16060	Northgate Blvd.		Completion Year
\$7,717,000	Widen Northgate Blvd. to 4 lanes from Route 160 to Garden Highway and upgrade to all-weather		2015
SAC20820	Power Inn Rd.		Completion Year
\$961,000	Widen Power Inn Rd. to 6 lanes from Folsom Blvd. to 14th Ave with expanded intersection along Power Inn Rd. from Folsom Blvd. to 14th. Ave (Engineering and ROW).		2001
SAC20821	Power Inn Rd.		Completion Year
\$4,039,000	Widen Power Inn Rd. to 6 lanes from Folsom Blvd. to 14th Ave with expanded intersection along Power Inn Rd. from Folsom Blvd. to 14th. Ave.		2002
SAC16070	Power Inn Rd.		Completion Year
\$22,050,000	Widen Power Inn Rd. to 6 lanes from Fruitridge Rd. to Florin Rd.		2020
SAC19550	Raley Blvd.		Completion Year
\$4,520,000	Widen Raley Blvd. to 4 lanes from Santa Ana Ave to Ascot Ave.		2015
SAC20780	Ramona Ave		Completion Year
\$11,650,000	Two-lane extension of Ramona Ave from 4th Ave to 14th Ave and from 14th Ave to Folsom Blvd with bike lanes.		2005
SAC16100	Richards Blvd.		Completion Year
\$45,000,000	Extend Richards Blvd. from its eastern terminus at Route 160 eastward to Route 51 including interchanges at Route 51 (Business 80) and Route 160.		2008
SAC18290	Richards Blvd.		Completion Year
\$1,700,000	Extend Richards Blvd. from the planned Gateway Blvd to 16th St.		2010
SAC16092	Richards Blvd.		Completion Year
\$3,900,000	Widen to 5 lanes and add bike lanes from North 7th St. to North 12th St.		2002
SAC18190	Riverfront Dr. @ Route 160		Completion Year
\$5,300,000	Build Riverfront Dr. paralleling Vine St. to the north, and extend it under Route 160 with a loop around to a northbound slip ramp onto Route 160		2015
SAC20790	Route 16		Completion Year
\$9,650,000	New 4-lane roadway connecting Route 16 to Power Inn Road south of Folsom Blvd		2005
SAC17600	Route 160		Completion Year
\$17,640,000	Add a WB off-ramp and an EB on-ramp to the Northgate Blvd interchange		2010
SAC20000	Route 51		Completion Year
\$3,000,000	Add EB on-ramps at Exposition Blvd.		2015

1999 MTP Proposed Option Project List

Lead Agency **City of Sacramento Dept of Public Works** **Sacramento County**

SAC19990	Route 51	Completion Year
\$12,000,000	Braided ramps and auxiliary lane at Routes 51/160 interchange.	2015
CAL16900	Route 99	Completion Year
\$1,733,000	Add a lane in each direction from I-5 to Elkhorn Blvd.	2015
SAC18690	Route 99	Completion Year
\$8,125,000	Expand the Elkhorn Blvd. interchange on Route 99 to accommodate the widening of Elkhorn Blvd. from 2 to 6 lanes	2005
SAC17560	Sheldon Rd.	Completion Year
\$2,104,000	Widen Sheldon Rd. to 6 lanes from Bruceville Rd. to Route 99.	2003
SAC18560	South Loop Rd.	Completion Year
\$5,259,000	Build new South Loop Rd. as 4 lane road from I-5 westward to El Centro Rd.	2002
SAC18720	South Loop Rd.	Completion Year
\$1,977,000	Construct South Loop Rd. overcrossing of I-5.	2015
SAC18550	South Loop Rd.	Completion Year
\$914,000	Extend South Loop Rd. as 4 lane road from East Commerce Way to I-5 with no interchange.	2000
SAC18450	Truxel Rd.	Completion Year
\$5,259,000	Extend Truxel Rd. as a 4 lane road from planned North Loop Blvd. to Elkhorn Blvd.	2000
SAC17942	Various Locations	Completion Year
\$400,000	Neighborhood traffic management program	2001
SAC16120	West El Camino Ave.	Completion Year
\$6,000,000	Widen I-5 to I-80 from 2 to 6 lanes and add bike lanes	2002

Lead Agency **Paratransit Inc.** **Sacramento County**

\$615,000	Lump Sum Categories Mass Transit	
REG16650	Paratransit Inc.	Completion Year
\$460,000	Replace eight small accessible buses and mobile radios. (Grant Cycle 29)	1999

Lead Agency **Sacramento County Dept of Public Works** **Sacramento County**

\$20,321,169	Lump Sum Categories Bicycle and Pedestrian Facilities	
\$2,600,000	Lump Sum Categories Changes in Vertical and Horizontal Alignment	
\$752,725	Lump Sum Categories Intersection Channalization Projects	
\$1,151,421	Lump Sum Categories Intersection Signalization Projects at Individual Intersections	
\$38,733,765	Lump Sum Categories Pavement Resurfacing and/or Rehabilitation	
\$18,304,427	Lump Sum Categories Safety	
SAC19330	16th St.	Completion Year
\$4,000,000	Widen from Sacramento City limits to Elkhorn Blvd. from 2 to 4 lanes	2005
SAC19790	Antelope Rd.	Completion Year
\$735,000	Widen from Don Julio Blvd. to Roseville Rd. from 4 to 6 lanes	2003
SAC19770	Antelope Rd.	Completion Year
\$276,500	Widen northside from Walerga Rd. to Don Julio Blvd. to 4 lanes	2002

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Lead Agency Sacramento County Dept of Public Works		Sacramento County
SAC19030	Bond Rd. Widen Bond Rd. from Elk Grove-Florin Rd. to Waterman Rd. from 2 to 4 lanes.	Completion Year 2004
SAC19310	Bradshaw Rd. Widen from Calvine Rd. to Florin Rd. from 2 to 4 lanes	Completion Year 2004
SAC19320	Bradshaw Rd. Widen from Florin to Morrison Creek from 2 to 4 lanes	Completion Year 2000
SAC19050	Calvine Rd. Widen from Elk Grove-Florin Rd. to 1000 feet east of Kingsbridge Dr. from 2 to 4 lanes.	Completion Year 1999
SAC15090	Calvine Rd. Widen from Power Inn Rd. to Elk Grove-Florin from 2 to 4 lanes	Completion Year 1999
SAC19610	Cypress Ave. Widen from Walnut Ave. to Mazanita from 2 to 4 lanes	Completion Year 2006
SAC19060	Don Julio Blvd. Widen from Antelope Rd. to North Loop Blvd. from 2 to 4 lanes	Completion Year 2001
SAC19070	Don Julio Blvd. Widen from Elkhorn Blvd. to Antelope Rd. from 2 to 4 lanes	Completion Year 2000
SAC19300	Dwight Rd. Construct new 4 lane extension from Franklin Blvd. to Laguna Blvd.	Completion Year 2005
SAC15160	Elk Grove-Florin Rd. Widen from Calvine Rd. to Gerber Rd. from 2 to 4 lanes with on-street bike lanes.	Completion Year 2000
SAC15170	Elk Grove-Florin Rd. Widen from Gerber Rd. to Florin Rd. from 2 to 4 lanes	Completion Year 2008
SAC15190	Elkhorn Blvd. Widen from 6th St. to Dry Creek Rd. from 2 to 4 lanes	Completion Year 2001
SAC15220	Elkhorn Blvd. Widen from Don Julio Blvd. to Diablo Dr. from 4 to 6 lanes	Completion Year 2002
SAC15230	Elkhorn Blvd. Widen from Watt Ave. to Walerga Rd. from 4 to 6 lanes	Completion Year 2003
SAC19080	Elkhorn Blvd./Watt Ave. Coordinate the intersections in the Watt Avenue-Elkhorn Blvd area by upgrading 24 existing intersection controllers and a master system controller along with installation of joining segments of interconnect.	Completion Year 1999
SAC19620	Elverta Rd. Widen from 16th St. to Watt Ave. from 2 to 4 lanes	Completion Year 2008
SAC19260	Elverta Rd. Widen from Rio Linda to 16th St. from 2 to 4 lanes	Completion Year 2006
SAC15240	Fair Oaks Blvd. Widen from Engle Rd. to Cypress Ave. from 4 to 6 lanes including class II bike lanes. Modify and interconnect traffic signals at Engle Rd., Sutter Ave., Manzanita Ave., and Cypress Ave. Install new signal at Lincoln Ave.	Completion Year 2000
SAC19630	Fair Oaks Blvd. Widen from Greenback Lane to Old Auburn Rd. from 2 to 4 lanes	Completion Year 2004
SAC16800	Fair Oaks Blvd. Widen from Marconi Ave. to Engle Rd. from 4 to 6 lanes including signal modifications at Marconi, Stanley, Grant, and Engle Rd.	Completion Year 2002
SAC18080	Folsom Blvd @ Watt Ave., over LRT Grade separation of intersection at Folsom Blvd. and Watt Ave. at light rail tracks	Completion Year 2003
SAC15250	Folsom Blvd. Widen from Mather Field Rd. to Coloma Rd. from 4 to 6 lanes	Completion Year 2003

1999 MTP Proposed Option Project List

Lead Agency **Sacramento County Dept of Public Works****Sacramento County**

SAC15260	Folsom Blvd.	Completion Year
\$5,255,000	Widen from Sunrise to Aerojet roadway from 2 to 4 lanes; and add a turn lane in various locations.	2001
SAC19640	Franklin Blvd.	Completion Year
\$1,999,000	Widen from Martin Luther King, Jr Blvd. to Florin Rd. from 4 to 6 lanes	2010
SAC19650	Garfield Ave.	Completion Year
\$1,285,000	Widen from Auburn Blvd. to Greenback Lane from 4 to 6 lanes	2006
SAC19670	Grantline Rd.	Completion Year
\$6,605,000	Widen from Bond Rd. to Sloughouse Rd. from 2 to 4 lanes	2010
SAC19660	Grantline Rd.	Completion Year
\$2,052,000	Widen from Sloughouse Rd. to Sunrise Blvd. from 2 to 4 lanes	2010
SAC19090	Greenback Lane	Completion Year
\$4,871,000	Widen from Sunrise Blvd. to Hazel Ave. from 4 to 6 lanes	2006
SAC15340	Hazel Ave.	Completion Year
\$5,974,260	Widen American River Bridge and approaches from 4 to 6 lanes with bike trail connections adjacent to and underneath bridge.	2003
SAC15350	Hazel Ave.	Completion Year
\$13,744,250	Widen from American River bridge to Madison Ave. from 4 to 6 lanes and install bike lanes and signal system on segment from Curragh Downs to Madison Ave.	2003
SAC15360	Hazel Ave.	Completion Year
\$4,049,157	Widen from Oak Ave. to the Placer County line from 2 to 4 lanes	2000
SAC18150	I-5	Completion Year
\$5,200,000	Build new interchange at Metro Air Park SPA Rd. near Sacramento International Airport	2002
SAC18070	I-80	Completion Year
\$10,131,437	Greenback Lane Interchange - Widen the overcrossing by two lanes (one lane each direction), modify freeway ramps for ramp metering, and add auxiliary lanes	2001
SAC19370	I-80	Completion Year
\$10,583,517	Madison Ave Interchange: Widen overcrossing to six through lanes, reconstruct westbound I-80 onramp, and reconstruct Madison/Hillsdale intersection.	2003
SAC16500	Madison Ave.	Completion Year
\$5,436,000	Widen from Sunrise Blvd. to Hazel Ave. from 4 to 6 lanes	2004
SAC19120	North Loop Blvd.	Completion Year
\$949,000	Widen from Elverta Rd. to Don Julio Blvd. from 2 to 4 lanes	2001
SAC19150	Road B	Completion Year
\$2,626,613	Construct 3 lanes of a new road between Big Horn Blvd. and Sheldon Rd. east of Bruceville Rd. with a reinforced concrete bridge at Laguna Creek, traffic signals at Big Horn Blvd. and Sheldon Rd, and traffic signal interconnect.	2002
SAC19680	Roseville Rd.	Completion Year
\$1,845,000	Widen from Watt Ave. to Oak Hollow from 2 to 4 lanes	2006
CAL15410	Route 16	Completion Year
\$6,000,000	Widen from South Watt Ave. to Excelsior Rd. from 2 to 4 lanes and add continuous left turn lane.	2004
CAL15510	Route 99 @ Elverta Rd.	Completion Year
\$8,000,000	Elverta Rd. Interchange	2010
SAC20520	Route 99 @ Grantline Rd.	Completion Year
\$23,366,000	Reconstruct Grantline Interchange on Route 99	2001
SAC19160	Sheldon Rd.	Completion Year
\$1,029,300	Widen from 2 to 4 lanes between Elk Grove-Florin Road and Waterman Road in Elk Grove	2003
SAC15680	Sheldon Rd.	Completion Year
\$1,464,128	Widen from Bruceville Rd. to Route 99 from 2 to 4 lanes	2003

1999 MTP Proposed Option Project List

Lead Agency **Sacramento County Dept of Public Works** **Sacramento County**

SAC15660	Sheldon Rd.	Completion Year
\$1,497,500	Widen from Power Inn Rd. to Elk Grove-Florin Rd. from 2 to 4 lanes	2000
SAC19380	Sheldon Rd. @ Route 99	Completion Year
\$18,400,000	Reconstruct interchange to 6 through-lanes with auxiliary lanes over the structure and realign frontage roads and connections	2004
SAC19170	South Watt Ave.	Completion Year
\$783,000	Widen from Alderson Ave. to Route 16 from 2 to 4 lanes with left turn lanes	2001
SAC19290	South Watt Ave.	Completion Year
\$5,000,000	Widen from Elder Creek to Route 16 from 2 to 4 lanes	2004
SAC19280	South Watt Ave.	Completion Year
\$2,500,000	Widen from Florin Rd. to Elder Creek from 2 to 4 lanes	2006
SAC19700	Stockton Blvd.	Completion Year
\$3,464,000	Widen from Elsie to Florin Rd. from 4 to 6 lanes	2006
SAC19710	Sunrise Blvd.	Completion Year
\$4,135,000	Widen from Douglas Rd. to Grantline Rd. from 2 to 4 lanes	2009
SAC19360	U.S. 50	Completion Year
\$11,638,200	Sunrise Blvd Interchange: Stripe an additional lane in the northbound direction on the existing overcrossing and reconstruct off-ramps	2003
SAC15710	Walerga Rd.	Completion Year
\$358,500	Widen from Elkhorn Blvd. to Antelope from 2 to 4 lanes	2000
SAC15750	Watt Ave.	Completion Year
\$2,674,397	Widen from Don Julio Blvd. to Van Owen St. from 4 to 6 lanes.	2006
SAC15720	Watt Ave.	Completion Year
\$1,080,000	Widen from Elkhorn Blvd. to Antelope Rd. from 4 to 6 lanes	2006
SAC15742	Watt Ave.	Completion Year
\$16,506,299	Widen the existing 4 lane segment from Fair Oaks to north of U.S. 50 to eight lanes over the bridge (six through lanes and two auxilliary lanes) and to six through lanes north and south of the bridge with ramp meters and HOV bypass lanes	2001
SAC19350	Watt/Folsom @ U.S. 50	Completion Year
\$15,100,000	Widen overcrossing to 3 through-lanes with single auxiliary lane each direction, modify ramps on south side of U.S. 50. and provide associated widening for 3 lanes in each direction north and south of the interchange	2006

Lead Agency **Sacramento Housing and Redevelopment Agency** **Sacramento County**

\$3,000,000	Lump Sum Categories Bicycle and Pedestrian Facilities
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Lead Agency **Sacramento Metro Air Quality Management District** **Sacramento County**

\$800,000	Lump Sum Categories Bicycle and Pedestrian Facilities	
SAC18060 \$80,000,000	Various Locations Heavy-Duty NOx control strategies	Completion Year 2005
SAC20940 \$1,006,830	Various Locations Light Duty Electric Vehicle Incentives and Infrastructure	Completion Year 2005
SAC21050 \$272,425	Various Locations Spare-the-Air Education Program	Completion Year 1999
SAC21060 \$400,000	Various Locations Spare-the-Air Education Program	Completion Year 2002
SAC21070 \$800,000	Various Locations Spare-the-Air Education Program	Completion Year 2002

1999 MTP Proposed Option Project List

Lead Agency Sacramento Metro Air Quality Management District Sacramento County		
SAC21080 \$1,200,000	Various Locations Spare-the-Air Education Program	Completion Year 2005
SAC21090 \$2,000,000	Various Locations Spare-the-Air Education Program	Completion Year 2010
SAC21100 \$2,000,000	Various Locations Spare-the-Air Education Program	Completion Year 2015
SAC21110 \$2,800,000	Various Locations Spare-the-Air Education Program	Completion Year 2022
Lead Agency Sacramento Regional Transit District Sacramento County		
\$3,237,484	Lump Sum Categories Engineering to Assess Social, Economic, and Environmental Effects of the Proposed Action or Alternatives to the Proposed Action	
\$42,381,494	Lump Sum Categories Mass Transit	
\$500,000	Lump Sum Categories Noise Attenuation	
\$204,241,770	Lump Sum Categories Operating Assistance	
\$650,000	Lump Sum Categories Safety	
\$50,000	Lump Sum Categories Widening Narrow Pavements or Reconstructing Bridges (no additional travel lanes)	
REG15600 \$750,000	29th St. light rail station Build transit center at 29th St. light rail station	Completion Year 2015
REG16490 \$200,000	29th Street LRT Station Design and construct a bus transfer area, pullouts, etc. at the 29th Street LRT Station	Completion Year 2000
REG16040 \$100,000	65th St. Construct 65th St. Station park-and-ride lot.	Completion Year 2001
REG16170 \$1,000,000	Antelope Rd. @ I-80 Antelope park-and-ride lot	Completion Year 2006
REG15610 \$15,550,000	Downtown-Natomas Corridor Interim extension of the North line from 7th/8th streets and K St. to the Amtrak Depot at 5th and H streets including one LRV.	Completion Year 2002
REG15611 \$10,000,000	Downtown-Natomas Corridor Phase 2: Extension of the North line to 7th and North B streets	Completion Year 2022
REG15110 \$9,640,195	Folsom Corridor Double track 65th St. to Watt Ave.	Completion Year 2001
REG15860 \$81,075,000	Folsom Corridor Extend Light Rail from Mather Field LRT station to Sunrise Blvd. including the acquisition of 15 light rail vehicles.	Completion Year 2002
REG15040 \$35,881,796	Folsom Corridor Extension of light rail from the proposed Sunrise Blvd LRT station to Iron Point Road in the City of Folsom	Completion Year 2002
REG15570 \$6,900,000	I-80 Corridor Double track from Royal Oaks to Swanston	Completion Year 2010
REG16520 \$400,000	Metro Facility Design and construct light rail vehicle spare parts storage building.	Completion Year 2000

1999 MTP Proposed Option Project List

Lead Agency Sacramento Regional Transit District		Sacramento County
REG16260 \$450,000	Sacramento City CBD Acquire one historic trolley for regular operation in Sacramento's central business district.	Completion Year 1999
REG16710 \$994,700	Sacramento Regional Transit District Acquisition of 14 Paratransit vehicles including local match.	Completion Year 1999
REG15251 \$17,000,000	Sacramento Regional Transit District Additional LRT vehicle acquisition for South Sacramento Corridor extension for 10 minute frequencies	Completion Year 2010
REG15880 \$18,000,000	Sacramento Regional Transit District Annual funding in the amount of \$3 million/year to provide mid-life rebuild of all major components of the original LRT fleet of 26 trains from 2001 to 2007.	Completion Year 2007
REG15830 \$750,000	Sacramento Regional Transit District Associated capital equipment leases - 1996 to 2005	Completion Year 2005
REG15831 \$750,000	Sacramento Regional Transit District Associated capital equipment leases - 2006 to 2015	Completion Year 2015
REG15303 \$45,000,000	Sacramento Regional Transit District CNG bus purchase for fleet expansion and replacement - 2010 to 2023	Completion Year 2015
REG15302 \$50,009,000	Sacramento Regional Transit District CNG bus purchase for fleet replacement and expansion - 2000 to 2010	Completion Year 2010
REG15450 \$2,500,000	Sacramento Regional Transit District Capitalization of rail maintenance and equipment costs from 1995 to 2005	Completion Year 2005
REG15451 \$2,500,000	Sacramento Regional Transit District Capitalization of rail maintenance and equipment costs from 2006 to 2015	Completion Year 2015
REG16580 \$4,150,099	Sacramento Regional Transit District Capitalize preventative maintenance costs	Completion Year 1999
REG15900 \$4,300,000	Sacramento Regional Transit District Construct off-street bus transfer facilities, park-and-ride lots, and related facilities at key locations in the region including future LRT stations	Completion Year 2007
REG16550 \$250,000	Sacramento Regional Transit District Consultant fees related to survey and mapping of properties.	Completion Year 2000
REG15400 \$600,000	Sacramento Regional Transit District Evaluate and correct deficiencies of RT's facilities and vehicles for compliance with ADA for 1996 to 2005	Completion Year 2003
REG15401 \$1,000,000	Sacramento Regional Transit District Evaluate and correct deficiencies of RT's facilities and vehicles for compliance with ADA for 2005 to 2015	Completion Year 2003
REG15160 \$1,500,000	Sacramento Regional Transit District General improvements - 1996 to 2005	Completion Year 2005
REG15161 \$1,500,000	Sacramento Regional Transit District General improvements - 2006 to 2015	Completion Year 2015
REG15940 \$1,500,000	Sacramento Regional Transit District ITS and demand responsive communications system from 2006 to 2015	Completion Year 2015
REG16320 \$2,115,000	Sacramento Regional Transit District Lump sum purchase of vehicles and operating equipment for ADA compliance (FFY 1998)	Completion Year 1999
REG15320 \$17,376,400	Sacramento Regional Transit District Make required certificate of participation payments on original 75 CNG buses	Completion Year 2007
REG15920 \$5,000,000	Sacramento Regional Transit District New administration building	Completion Year 2007
REG15690 \$1,750,000	Sacramento Regional Transit District Payment of RT's share of the backbone to the regional radio system operated by Sacramento County	Completion Year 2003

1999 MTP Proposed Option Project List

Lead Agency Sacramento Regional Transit District		Sacramento County
REG15411 \$250,000	Sacramento Regional Transit District Phase 2: Replace damaged bicycle lockers and provide additional lockers throughout the system from 2006 to 2015	Completion Year 2015
REG15890 \$14,000,000	Sacramento Regional Transit District Provide for the ongoing Paratransit vehicle replacement and/or major rehabilitation from 1996 to 2005	Completion Year 2005
REG15891 \$14,000,000	Sacramento Regional Transit District Provide for the ongoing Paratransit vehicle replacement and/or major rehabilitation from 2006 to 2015	Completion Year 2015
REG16270 \$5,000,000	Sacramento Regional Transit District Purchase 18 new replacement CNG buses, six each 25 foot buses and twelve each 40 foot buses	Completion Year 1999
REG16150 \$2,000,000	Sacramento Regional Transit District Replacement of farebox equipment	Completion Year 2015
REG15930 \$15,000,000	Sacramento Regional Transit District Satellite maintenance facility	Completion Year 2006
REG16560 \$750,000	Sacramento Regional Transit District Secure long-term lease with Caltrans for P/Q Streets parking lot	Completion Year 2000
REG15660 \$2,184,982	Sacramento Regional Transit District Swanston Transit Center: Design and construct a pedestrian crossing over the Union Pacific Railroad right of way from the Swanston light rail station to the office complex on the south side, and construct improvements to the station	Completion Year 2000
REG16460 \$880,000	South Corridor 21st Street Light Rail Station - Construct a new light rail station as part of the South Corridor Extension project	Completion Year 2002
REG15053 \$200,000,000	South Corridor Build new South LRT line from Meadowview Rd. to Calvine/Auberry	Completion Year 2007
REG15052 \$222,000,000	South Corridor Final design and construction for new South Line light rail extension from Downtown Sacramento to Meadowview Rd.	Completion Year 2003
REG16180 \$100,000	Sunrise Blvd./Coloma Rd. Phase 1 of Gold River park and ride lot in the northeast quadrant of Sunrise Blvd. and Coloma Rd. near Cemo Cir.	Completion Year 2000
Lead Agency Sacramento Transportation Authority		Sacramento County
\$2,146,672	Lump Sum Categories Safety	
Lead Agency Southgate Recreation and Park District		Sacramento County
\$600,750	Lump Sum Categories Bicycle and Pedestrian Facilities	
Lead Agency State Dept of Parks and Recreation		Sacramento County
\$350,000	Lump Sum Categories Bicycle and Pedestrian Facilities	

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Lead Agency **Caltrans District 3** **Sutter County**

\$3,171,000	Lump Sum Categories Engineering to Assess Social, Economic, and Environmental Effects of the Proposed Action or Alternatives to the Proposed Action	
\$11,458,000	Lump Sum Categories Widening Narrow Pavements or Reconstructing Bridges (no additional travel lanes)	
CAL15780 \$16,322,000	Route 20 Construct urban interchange at Route 99 and Route 20	Completion Year 2010
CAL15722 \$44,469,000	Route 70 Construct 4-lane expressway/freeway from 70/99 wye to .5 miles north of Cornelius Rd.	Completion Year 2006
CAL15723 \$53,329,000	Route 70 Widen from 2 to 4 lanes from .5 miles north of Cornelius Rd to .6 miles north of Bear River Bridge	Completion Year 2010
CAL16950 \$12,000,000	Route 99 Build new two-lane interchange at Riego Rd in Sutter County	Completion Year 2005
CAL16960 \$7,827,000	Route 99 Construct passing lanes and widen from 2 to 4 lanes from 0.2 mile north of Sacramento Ave to Central Ave	Completion Year 2000
CAL17300 \$9,895,000	Route 99 Widen from 2 to 4 lanes from Central Ave. to Ashford Ave.	Completion Year 2003
CAL17280 \$14,627,000	Route 99 Widen from 2 to 4 lanes from Route 113 to Oswald Road	Completion Year 2003
CAL17270 \$9,621,000	Route 99 Widen from 2 to 4 lanes from the 70/99 wye to south of the Feather River	Completion Year 2003
CAL17660 \$37,200,000	Route 99 Widen from 2 to 4 lanes, with a median left-turn lane, from south of the Feather River Bridge to Sacramento Ave	Completion Year 2005
CAL17670 \$19,100,000	Route 99 Widen from 2 to 4 lanes, with median left-turn lane, from Ashford Ave to Route 113	Completion Year 2005
CAL17680 \$7,700,000	Route 99 Widen from 2 to 4 lanes, with median left-turn lane, from Oswald Rd to south of Lincoln Rd	Completion Year 2005

Lead Agency **City of Live Oak** **Sutter County**

\$306,423	Lump Sum Categories Pavement Resurfacing and/or Rehabilitation	
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Lead Agency **City of Yuba City Dept of Public Works** **Sutter County**

CAL15770 \$2,000,000	Route 20 Widen from 4 to 6 lanes from Walton Rd to Rocca Way	Completion Year 2010
YUB15500 \$1,500,000	Route 99 Add signalized intersection north of Bridge Street on Route 99	Completion Year 2002

Lead Agency **Sutter County Dept of Public Works** **Sutter County**

\$30,000	Lump Sum Categories Bicycle and Pedestrian Facilities	
SUT10390 \$445,000	Butte House Rd. Upgrade to 2 lane urban standard, Acacia Ave. to Humphrey Rd.	Completion Year 2010
SUT10210 \$500,000	Butte House Rd. Widen Butte House Rd to to accomodate a left-turn median, overlay, and drainage improvements from Live Oak canal to city limits, and curb/gutter/sidewalk at Tierra Buena School	Completion Year 1999
SUT10320 \$1,569,000	Garden Highway Upgrade to 2-lane urban standard, Yuba City city limits to Route 99.	Completion Year 2010

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Lead Agency Sutter County Dept of Public Works		Sutter County
SUT10410	Garden Highway Upgrade travel lane and shoulder, Sankey Rd. to W. Catlett Rd.	Completion Year 2010
SUT10370	Lincoln Rd. Widen to 2 lanes with a center lane from Jones Rd. to Walton Rd.	Completion Year 2010
SUT10310	Pleasant Grove Rd. Widen to 4 lanes, Bear River Dr. to Yuba County	Completion Year 2010
SUT10270	Pleasant Grove Road Realign South - Howsley Road / Widen to 4 lanes Howsley Rd to Riego Rd.	Completion Year 2010
SUT10340	Riego Rd Widen to 4 lanes, Route 99 to Placer Co.	Completion Year 2010
SUT10240	Walton Ave: Franklin Rd - Bridge St. Widen 4 lanes + centerlane	Completion Year 2000

1999 MTP Proposed Option Project List

Lead Agency Caltrans District 3		Various Counties
\$8,000,000	Lump Sum Categories Safety	
CAL10820 \$118,000,000	Route 65 Construct 2-lane Third Feather River Bridge, with right-of-way for ultimate 4 lanes, from Route 70/Erle Rd in Yuba County to Route 99/Bogue Rd in Sutter County.	Completion Year 2010
CAL16780 \$28,212,000	U.S. 50 Construct HOV lane from Sunrise Blvd in Sacramento County to El Dorado Hills Blvd in El Dorado County (funded in part by El Dorado County STIP funds and Traffic Impact Fees).	Completion Year 2002
CAL16800 \$5,000,000	Various Locations Caltrans District 3 project, additional ramp meters on freeways.	Completion Year 2005
CAL16770 \$7,980,000	Various Locations Construct Regional Traffic Management Center to coordinate Caltrans traffic management systems.	Completion Year 1999
Lead Agency Caltrans Headquarters		Various Counties
VAR10000 \$5,958,610	In Various Counties minor lump sum - local bridge replacement and seismic retrofit	Completion Year 1999
VAR10030 \$2,853,330	In Various Counties minor lump sum - local hazard elimination and safety projects	Completion Year 1999
VAR10020 \$3,095,560	In Various Counties minor lump sum - local rail, highway crossings, and protective devices	Completion Year 1999
YST10070 \$56,250	Not applicable Lump sum purchase of transit vehicles for elderly and handicapped passenger transportation	Completion Year 1999
CAL15980 \$300,000	Various Counties Lump Sum - Rail, Highway Crossings, and Protective Devices	Completion Year 1999
Lead Agency Capitol Corridor Joint Powers Authority		Various Counties
CAL17930 \$60,000,000	Intercity rail Increase capitol corridor train service, from 6 to 10 roundtrips daily--track and station improvements. (Cost pertains to the entire Capitol Corridor.)	Completion Year 2002
CAL17940 \$25,000,000	Intercity rail Increase capitol corridor train service, from 6 to 10 roundtrips daily--vehicle acquisition. (Cost pertains to the entire Capitol Corridor.)	Completion Year 2002
Lead Agency SACOG		Various Counties
VAR10080 \$8,000,000	ITS Smart Corridor Demonstration Project Traffic signal coordination, transit priority, monitoring equipment and traveler information on a major arterial corridor, plus supporting communications. Corridor to be selected. Includes Sacramento City, County, Caltrans, SRTD.	Completion Year 2003
SAC21010 \$470,000	Rideshare Program Annual ridematching program including marketing element for SACOG fiscal years 2003-2005	Completion Year 2005
SAC21020 \$1,175,000	Rideshare Program Annual ridematching program including marketing element for SACOG fiscal years 2005-2010	Completion Year 2010
SAC21030 \$1,175,000	Rideshare Program Annual ridematching program including marketing element for SACOG fiscal years 2010-2015	Completion Year 2015
SAC21040 \$1,645,000	Rideshare Program Annual ridematching program including marketing element for SACOG fiscal years 2015-2022	Completion Year 2022
Lead Agency Yolo County Transportation District		Various Counties
\$827,840	Lump Sum Categories Operating Assistance	

1999 MTP Proposed Option Project List

Lead Agency **Yuba Sutter Transit****Various Counties**

\$48,516,000	Lump Sum Categories Operating Assistance	
YST10220 \$1,500,000	Yuba Sutter Transit Purchase buses for fleet replacement (commuter buses)	Completion Year 2018
YST10170 \$2,200,000	Yuba Sutter Transit Purchase buses for fleet replacement (fixed route buses)	Completion Year 2005
YST10230 \$2,200,000	Yuba Sutter Transit Purchase buses for fleet replacement (fixed route buses)	Completion Year 2020
YST10210 \$650,000	Yuba Sutter Transit Purchase buses for fleet replacement (paratransit buses)	Completion Year 2016
YST10150 \$1,500,000	Yuba Sutter Transit Purchase buses for fleet replacement and minor fleet expansion (commuter busses).	Completion Year 2003
YST10090 \$1,000,000	Yuba Sutter Transit Purchase buses for minor fleet expansion	Completion Year 2000
YST10240 \$600,000	Yuba Sutter transit Purchase buses for fleet replacement (commuter buses)	Completion Year 2022
YST10200 \$1,375,000	Yuba Sutter transit Purchase buses for fleet replacement (fixed route buses)	Completion Year 2010
YST10190 \$650,000	Yuba Sutter transit Purchase buses for fleet replacement (paratransit buses).	Completion Year 2008
YST10180 \$600,000	Yuba Sutter transit Purchase buses for fleet replacement and minor fleet expansion (commuter buses)	Completion Year 2007

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Lead Agency Caltrans District 3		Yolo County
\$2,000	Lump Sum Categories Directional and Informational Signs	
\$5,520,000	Lump Sum Categories Safety	
YOL15920 \$6,685,000	I-5 County Road 102 Interchange: Construct a southbound County Road 102 on-ramp to northbound I-5. Project also includes Preliminary Engineering and Right-of-Way for the I-5 / SR-113 freeway to freeway connection.	Completion Year 2001
CAL15880 \$30,000,000	I-5 Route 113 Interchange: Construct freeway-to-freeway connection	Completion Year 2010
CAL16330 \$37,000,000	I-80 Carpool lane from Richards Blvd. in Davis to U.S. 50/I-80 split in West Sacramento.	Completion Year 2010
CAL15800 \$14,469,800	I-80 Widen Mace Blvd. overcrossing to six lanes (with dual turn lanes and bike lanes), revise freeway ramps at I-80; construct 200-space park-and-ride lot for carpool, bike, and transit access	Completion Year 2001
CAL16380 \$24,322,000	Route 84 In West Sacramento from Marshall Road to U.S. 50 including Yolo barge canal crossing--widen to 4 lanes, add 2-lane draw bridge.	Completion Year 2001
CAL17820 \$21,000,000	Route 84 Widen to 4 lanes Higgins Road to Marshall Rd.	Completion Year 2002
YOL15880 \$350,000	U.S. 50 Harbor Blvd Interchange: Complete the environmental studies and permits and prepare plans, specifications, and estimates for the project.	Completion Year 2001
CAL15790 \$10,000,000	U.S. 50 Widen from Jefferson Blvd. to Pioneer Bridge.	Completion Year 2015
Lead Agency City of Davis Dept of Public Works		Yolo County
\$7,905,198	Lump Sum Categories Bicycle and Pedestrian Facilities	
\$882,000	Lump Sum Categories Mass Transit	
\$945,600	Lump Sum Categories Pavement Resurfacing and/or Rehabilitation	
YOL16320 \$65,318	City of Davis Continue the City of Davis Bicycle/Pedestrian Coordinator position for an additional year	Completion Year 1999
Lead Agency City of West Sacramento Dept of Public Works		Yolo County
\$474,000	Lump Sum Categories Pavement Resurfacing and/or Rehabilitation	
YOL15130 \$10,200,000	Harbor Blvd. West Capitol Ave. to Industrial, 4 to 6 lanes	Completion Year 2002
YOL15890 \$10,364,000	I-80 Enterprise Blvd Interchange: Realign and improve ramps and widen Enterprise Blvd from 2 to 4 lanes	Completion Year 2005
YOL15670 \$4,000,000	I-80 Widen ramps and install ramp meters at Reed Avenue interchange.	Completion Year 2005
YOL15150 \$4,100,000	Industrial Blvd. Widen 4 to 6 lanes, Harbor Blvd to Terminal Ave.	Completion Year 2002
YOL15940 \$500,000	Lake Washington Blvd. Widen from 2 to 6 lanes from Jefferson Blvd. to the new Palamidessi Bridge at the barge canal.	Completion Year 2010
YOL15950 \$1,500,000	Lake Washington Blvd. Widen the Palamidessi Bridge over the barge canal from 4 to 6 lanes.	Completion Year 2010

1999 MTP Proposed Option Project List

Lead Agency City of West Sacramento Dept of Public Works		Yolo County
YOL15180 \$8,000,000	South River Rd. new canal crossing.	Completion Year 2015
YOL15881 \$22,500,000	U.S. 50 Harbor Blvd Interchange: Widen overcrossing 4 to 6 lanes, revise ramps.	Completion Year 2005
YOL15680 \$3,500,000	U.S. 50 Install ramp meters and modify ramp design at South River Rd interchange.	Completion Year 2005
YOL15900 \$11,500,000	U.S. 50 Jefferson Blvd interchange--expand the ramps and signals from 1 to 2 lanes, add ramp metering and turn lanes, and related street closures.	Completion Year 2002
Lead Agency City of Winters Dept of Public Works		Yolo County
\$55,250	Lump Sum Categories Bicycle and Pedestrian Facilities	
\$413,300	Lump Sum Categories Pavement Resurfacing and/or Rehabilitation	
Lead Agency City of Woodland Dept of Public Works		Yolo County
\$675,200	Lump Sum Categories Bicycle and Pedestrian Facilities	
\$885,000	Lump Sum Categories Intersection Signalization Projects at Individual Intersections	
\$828,780	Lump Sum Categories Pavement Resurfacing and/or Rehabilitation	
\$310,000	Lump Sum Categories Safety	
Lead Agency Other		Yolo County
\$2,000,000	Lump Sum Categories Bicycle and Pedestrian Facilities	
Lead Agency University Transport System		Yolo County
\$79,000	Lump Sum Categories Mass Transit	
UNI10360 \$2,563,000	Davis Capital Assistance - Transit Corridor Terminal Improvements	Completion Year 2001
UNI10340 \$3,382,640	Davis Capital Assistance - Upgrade Transit Maintenance Facility	Completion Year 2001
UNI10330 \$2,266,744	Davis Capital Assistance - vehicle replacement/minor fleet expansion/bus rehabilitation	Completion Year 2001
UNI10180 \$9,409,254	Unitrans 20 clean air technology replacement and expansion buses	Completion Year 2002
UNI10200 \$4,000,000	Unitrans purchase 11 new buses	Completion Year 2002
UNI10210 \$11,796,898	Unitrans purchase 21 new buses	Completion Year 2010
Lead Agency Yolo County Dept of Public Works		Yolo County
\$4,300,000	Lump Sum Categories Bicycle and Pedestrian Facilities	

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Lead Agency Yolo County Dept of Public Works		Yolo County
\$400,000	Lump Sum Categories Intersection Channalization Projects	
\$194,000	Lump Sum Categories Mass Transit	
\$4,500,000	Lump Sum Categories Pavement Resurfacing and/or Rehabilitation	
\$8,786,000	Lump Sum Categories Widening Narrow Pavements or Reconstructing Bridges (no additional travel lanes)	
YOL16280 \$3,000,000	County Road 98 Widen from Solano County line to Woodland to add shoulders and bicycle lanes.	Completion Year 2003
Lead Agency Yolo County Transportation District		Yolo County
\$60,000	Lump Sum Categories Mass Transit	
YOL16100 \$1,488,750	West Sacramento West Sacramento Transit Center	Completion Year 2000
YCT10250 \$12,000,000	YCTD Purchase 39 new buses for replacement and expanded service countywide.	Completion Year 2010
YCT10370 \$2,501,250	Yolo County Transportation District Purchase CNG replacement buses	Completion Year 1999
YCT10340 \$255,527	Yolo County Transportation District Purchase vehicles that comply with the Americans with Disabilities Act.	Completion Year 1999
YCT10520 \$60,000	Yolo County Transportation District Yolo County Transportation Plan and survey.	Completion Year 2000

Lead Agency Caltrans District 3		Yuba County
\$6,000,000	Lump Sum Categories Engineering to Assess Social, Economic, and Environmental Effects of the Proposed Action or Alternatives to the Proposed Action	
CAL15941 \$2,200,000	Route 70 Purchase right of way from Routes 65/70 to 0.5 mi north of Ellis Rd for the Marysville Bypass	Completion Year 2006
CAL15920 \$39,974,000	Route 70 Widen to four-lane expressway from 0.6 mile north of Bear River Bridge to 0.3 mile south of McGowan Pkwy overcrossing	Completion Year 2002
YUB15370 \$6,000,000	Route 70 @ Algodon Rd. Construct interchange at Route 70 and Algodon Rd	Completion Year 2010
Lead Agency City of Marysville Dept of Public Works		Yuba County
\$5,000	Lump Sum Categories Bicycle and Pedestrian Facilities	
\$7,000,000	Lump Sum Categories Widening Narrow Pavements or Reconstructing Bridges (no additional travel lanes)	
CAL15960 \$3,000,000	Route 70 Widen from 4 to 6 lanes from First St to Ninth St, and widen the approaches to the Tenth St Bridge	Completion Year 2010
Lead Agency Yuba County Dept of Public Works		Yuba County
\$500,000	Lump Sum Categories Intersection Channalization Projects	
\$4,500,000	Lump Sum Categories Pavement Resurfacing and/or Rehabilitation	
YUB15430 \$4,000,000	Arboga Rd. Widen from 2 to 4 lanes from McGowan Parkway to Plumas Arboga Rd	Completion Year 2001
YUB15380 \$11,600,000	Arterial A Construct new road (Arterial A) as part of Plumas Lake development	Completion Year 2005
YUB15410 \$8,000,000	Arterial B Construct new four-lane south Arterial B as a part of the Plumas Lake specific plan.	Completion Year 2003
YUB15420 \$6,500,000	Arterial B Construct new north Arterial B	Completion Year 2005
YUB15390 \$800,000	Feather River Blvd. Widen from 2 to 4 lanes from Arterial B to Route 70	Completion Year 2000
FLP10111 \$4,420,000	Marysville Rd. (Forest Highway 105) Construct one-mile bypass of Dobbins and reconstruct existing highway on Marysville Rd from Indiana Ranch Rd to three miles east of Indiana Ranch Rd	Completion Year 2000
YUB15400 \$4,400,000	McGowan Pkwy. Widen from 2 to 4 lanes east from Route 70 to Arboga Rd	Completion Year 2005
YUB15440 \$500,000	Route 20 Construct new intersection at Route 20 and Spring Valley as described in the Spring Valley Specific Plan.	Completion Year 2001
YUB15360 \$8,000,000	Route 70 @ Feather River Blvd. Construct interchange as part of the Pumas Lake Specific Plan.	Completion Year 2010
YUB15460 \$2,000,000	Southpoint Pkwy. Construct new Southpointe Parkway as described the Spring Valley Specific Plan.	Completion Year 2002
YUB15450 \$2,000,000	Town Center Rd. Construct new Town Center Road as described in the Spring Valley Specific Plan.	Completion Year 2002

APPENDIX D

CONTRIBUTORS AND CONSULTANTS FOR THE 1999 MTP DRAFT EIR

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Melanie Choy

Joe Concannon

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Samson Okhade

Todd Paulsen

Doug Reed

Teri Sheets

Patrice Van Dam

David Young

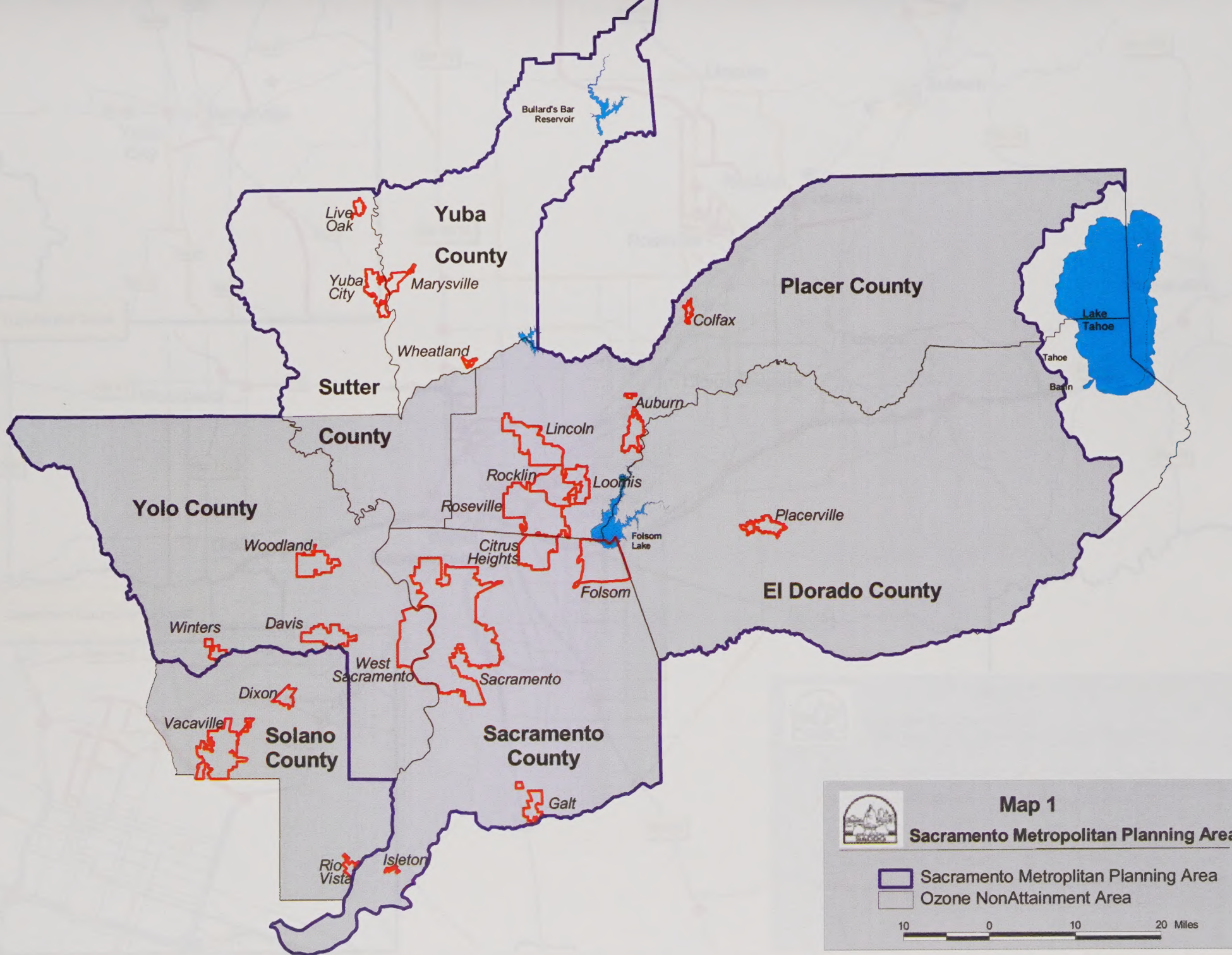
Consultants

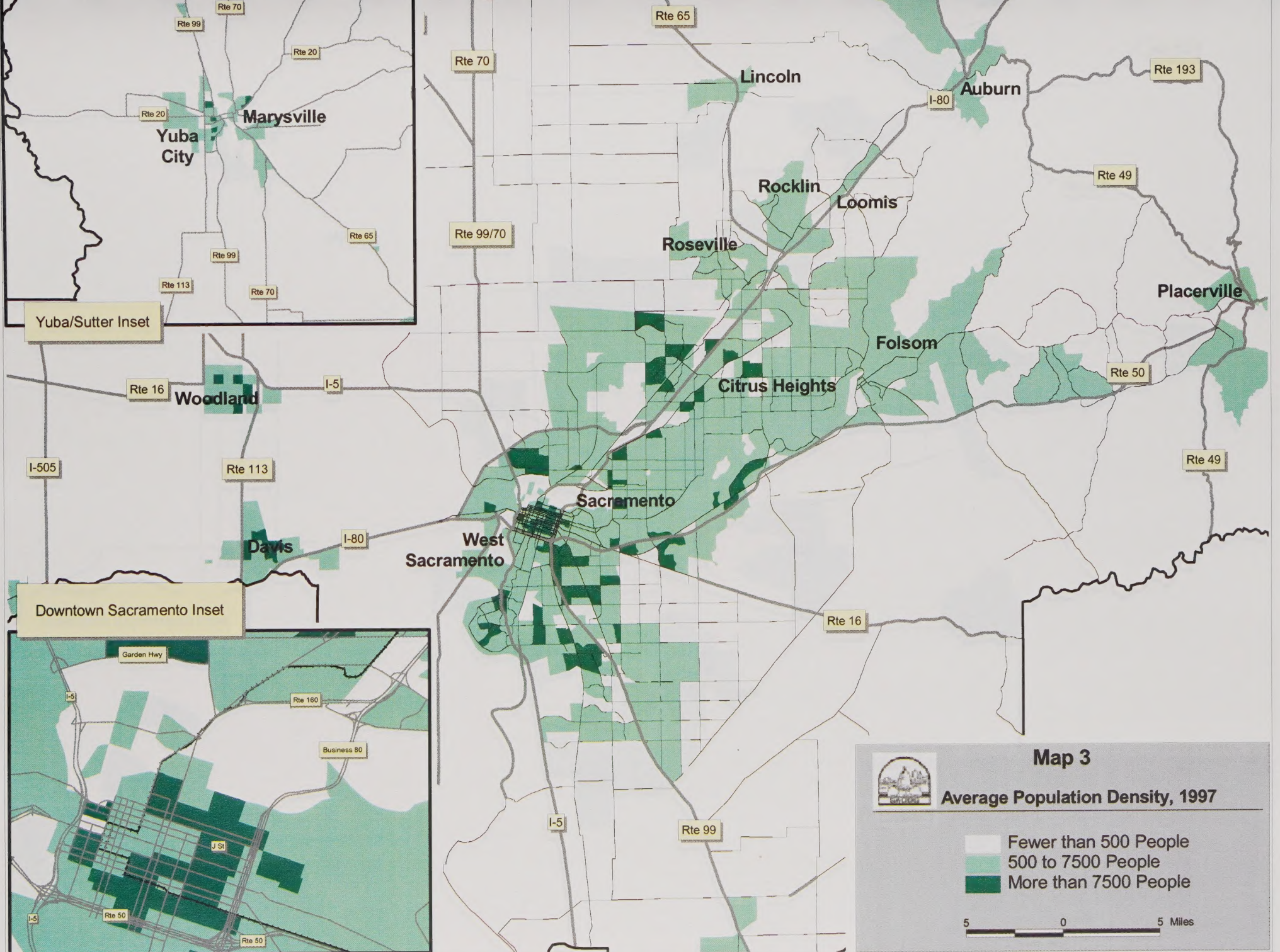
Bollard Acoustical Consulting

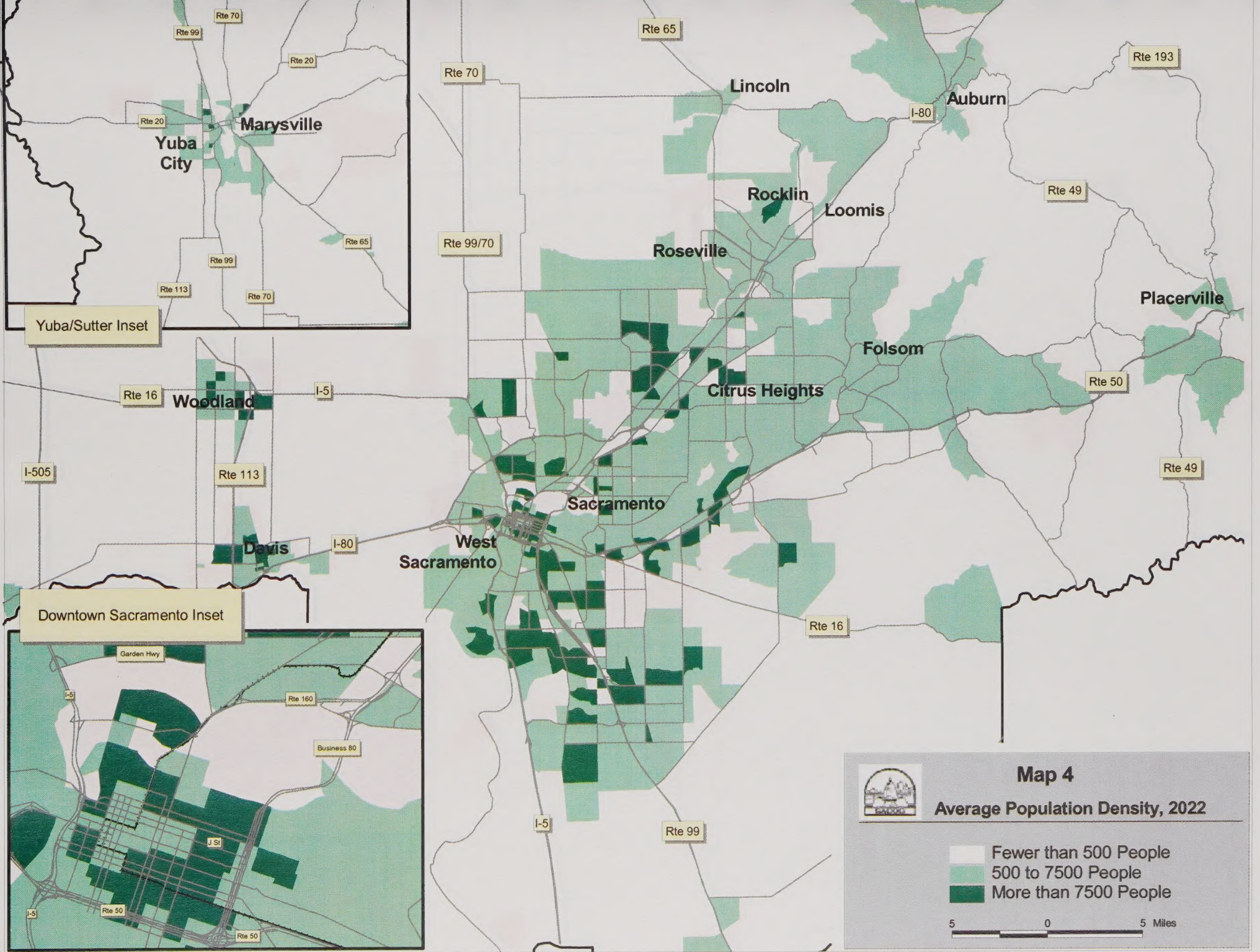
Paul Bollard, Principal

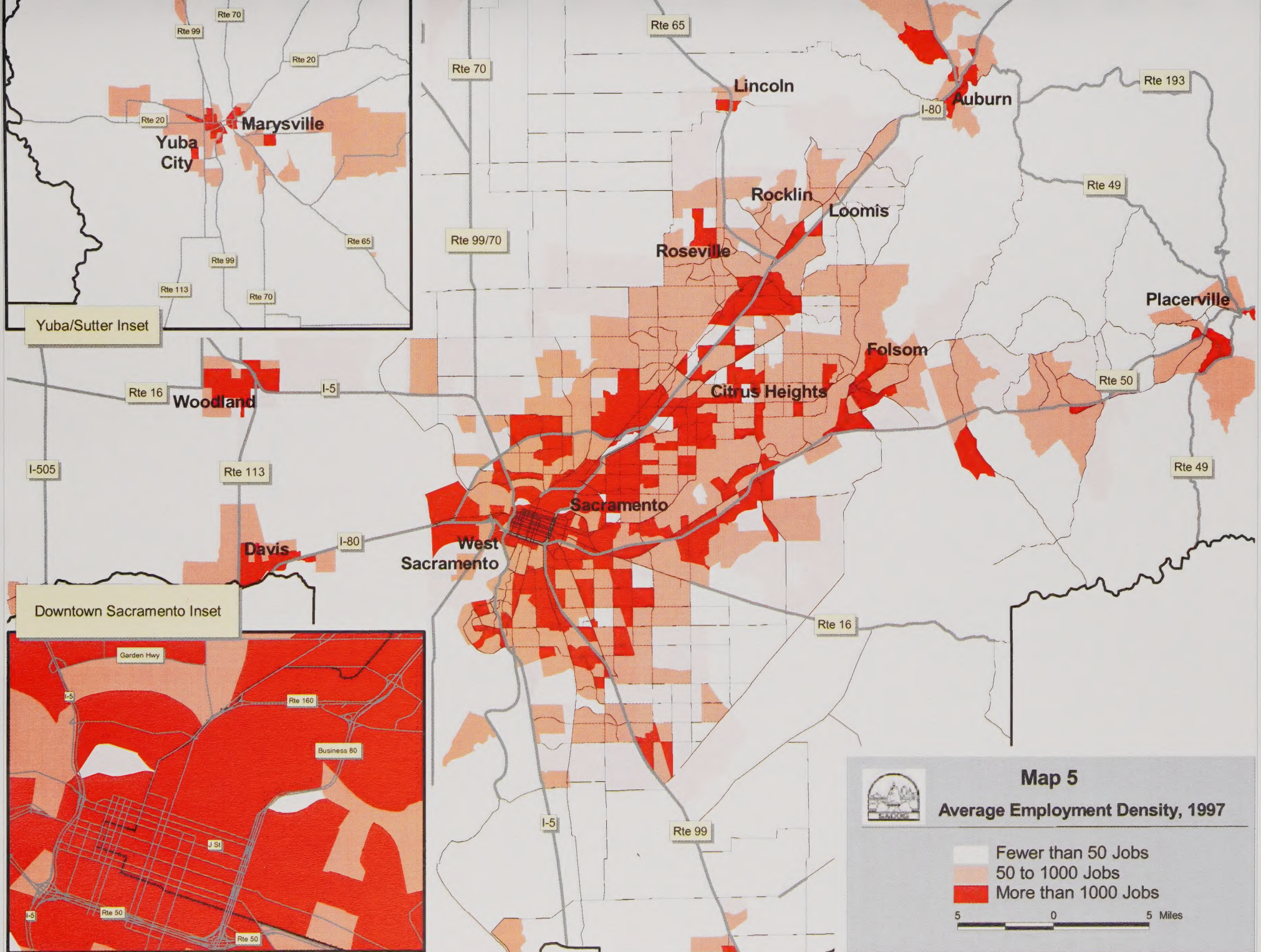
MAPS

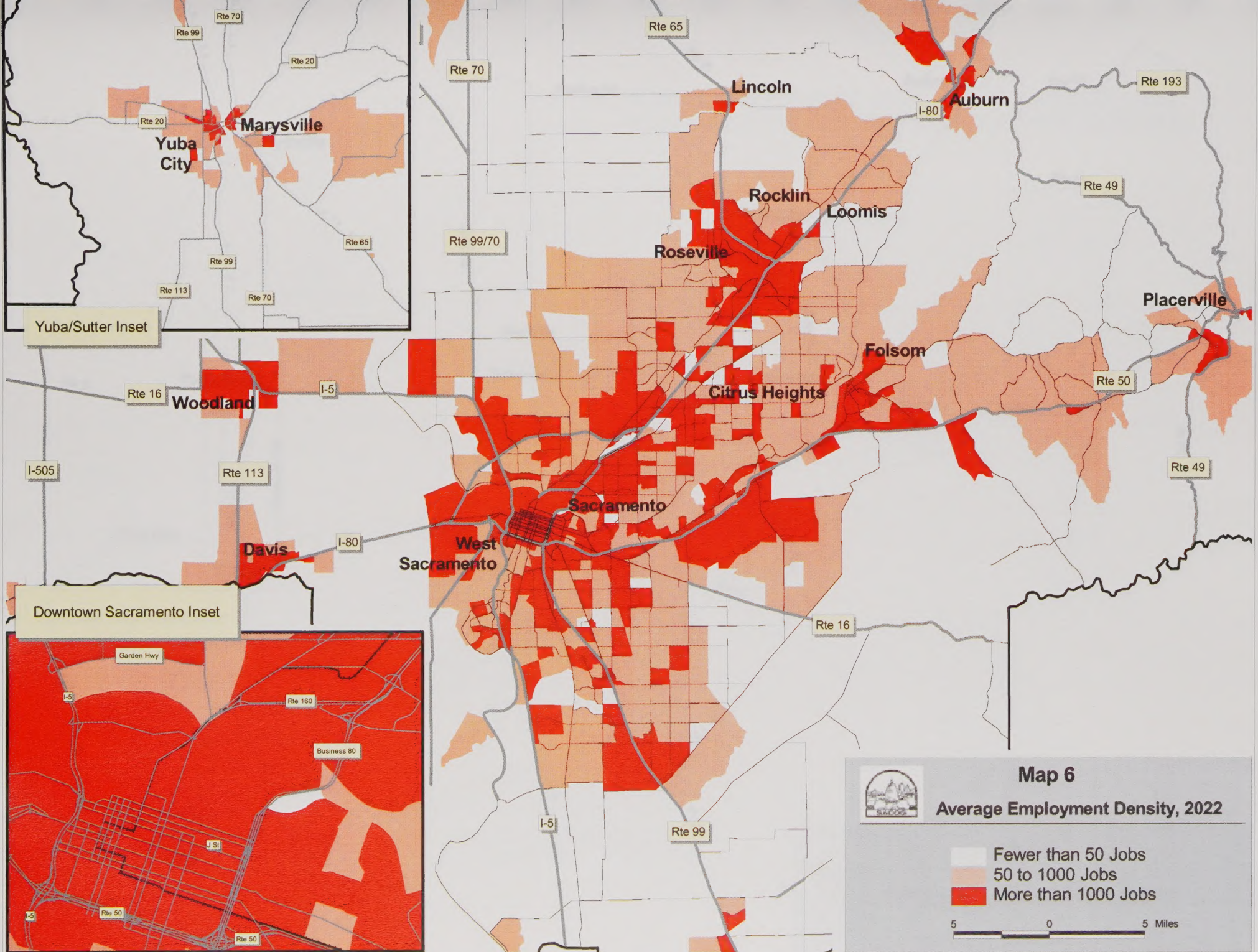
Please Note: Some of these maps use traffic analysis zones. Growth in a large traffic analysis zone may actually be located in one or more specific locations within the zone, but will appear as a solid color throughout the zone.





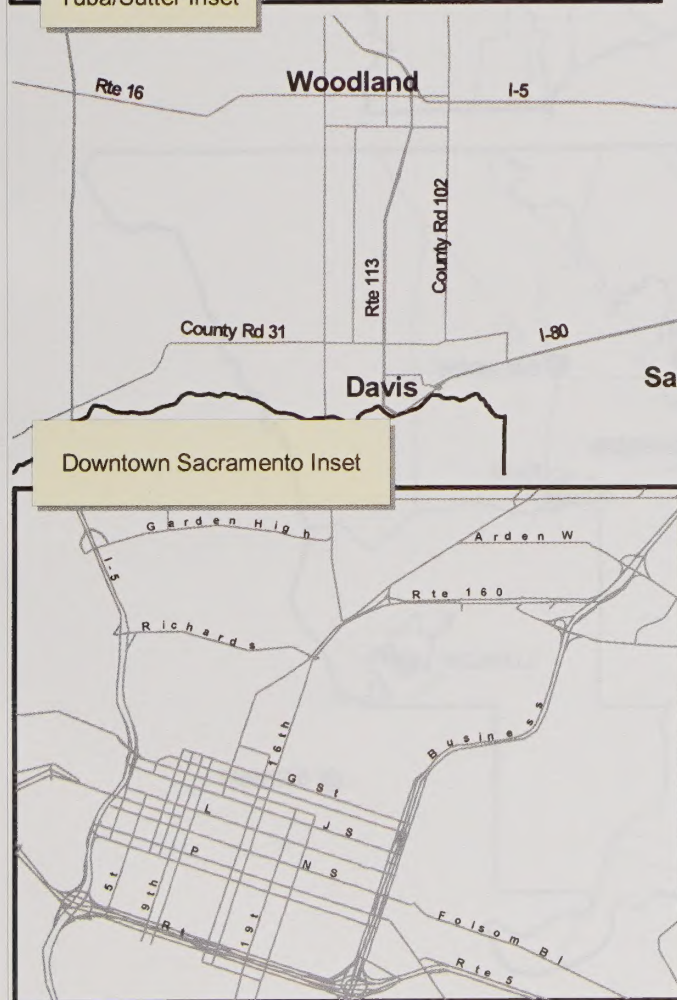








Yuba/Sutter Inset

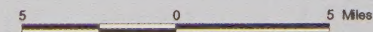


Downtown Sacramento Inset



Map 7

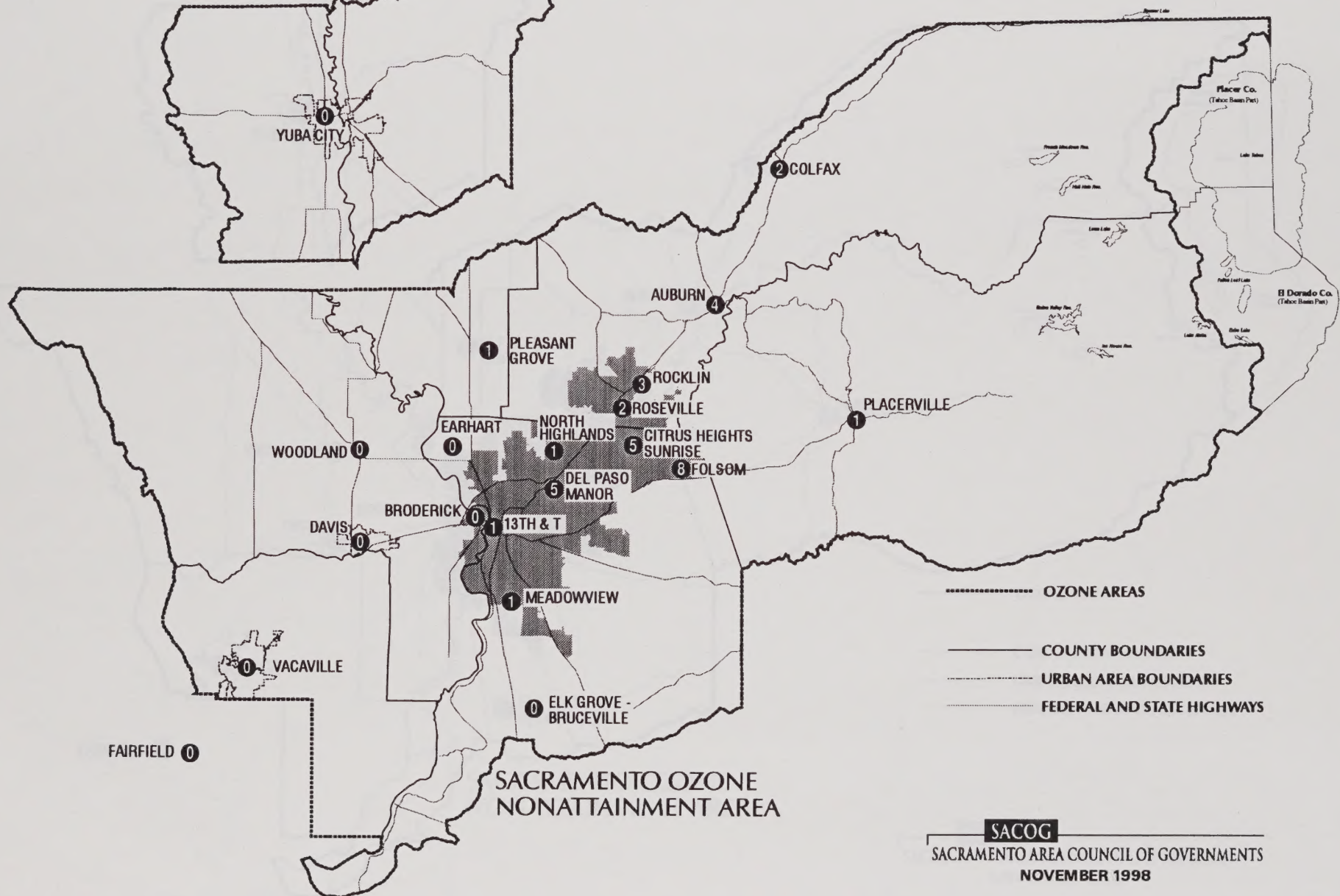
Metropolitan Transportation System



MAP 8

**AVERAGE NUMBER OF DAYS PER YEAR EXCEEDING
FEDERAL OZONE STANDARD OF 0.12 PPM (1988-1996)**

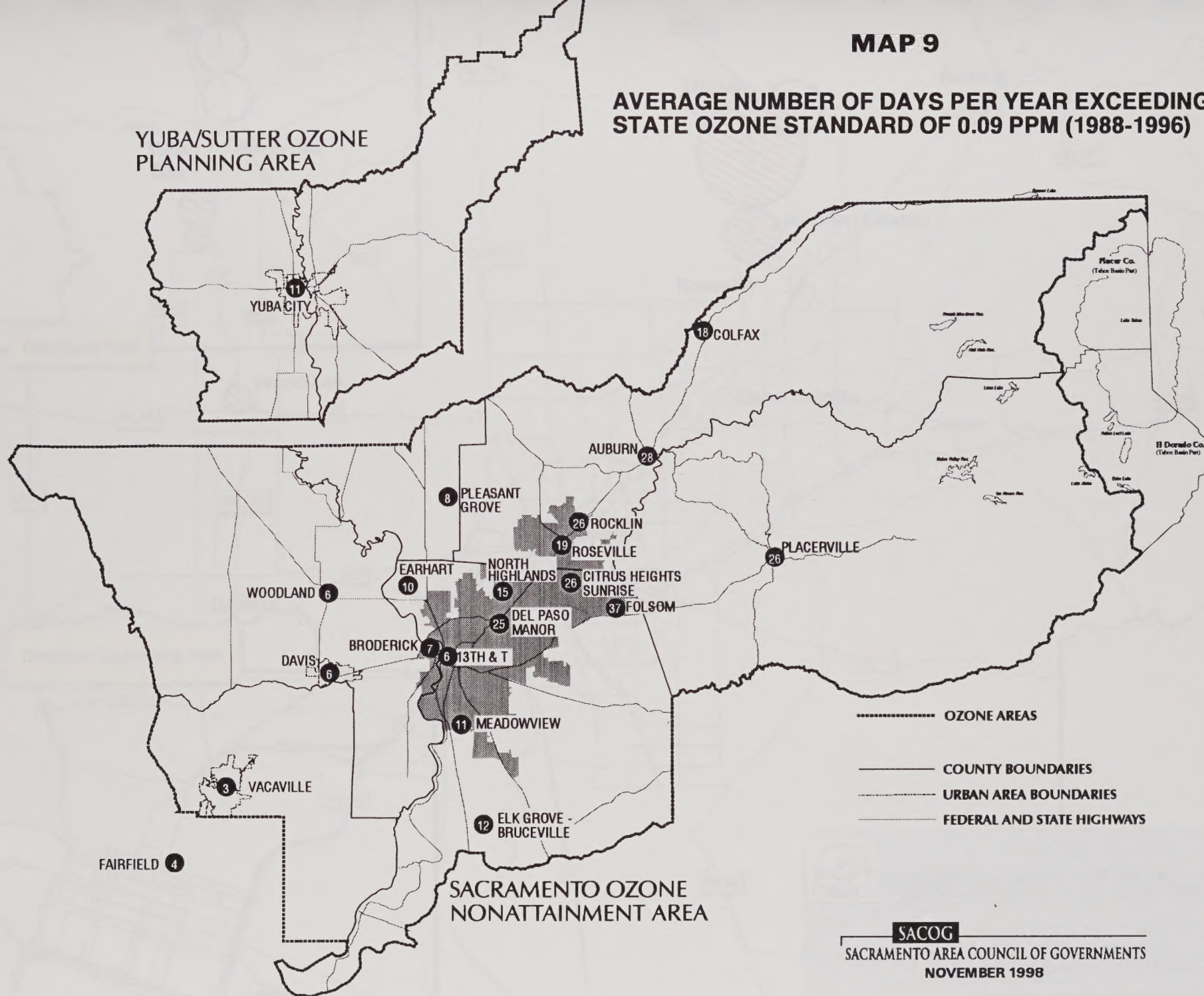
**YUBA/SUTTER OZONE
PLANNING AREA**



MAP 9

**AVERAGE NUMBER OF DAYS PER YEAR EXCEEDING
STATE OZONE STANDARD OF 0.09 PPM (1988-1996)**

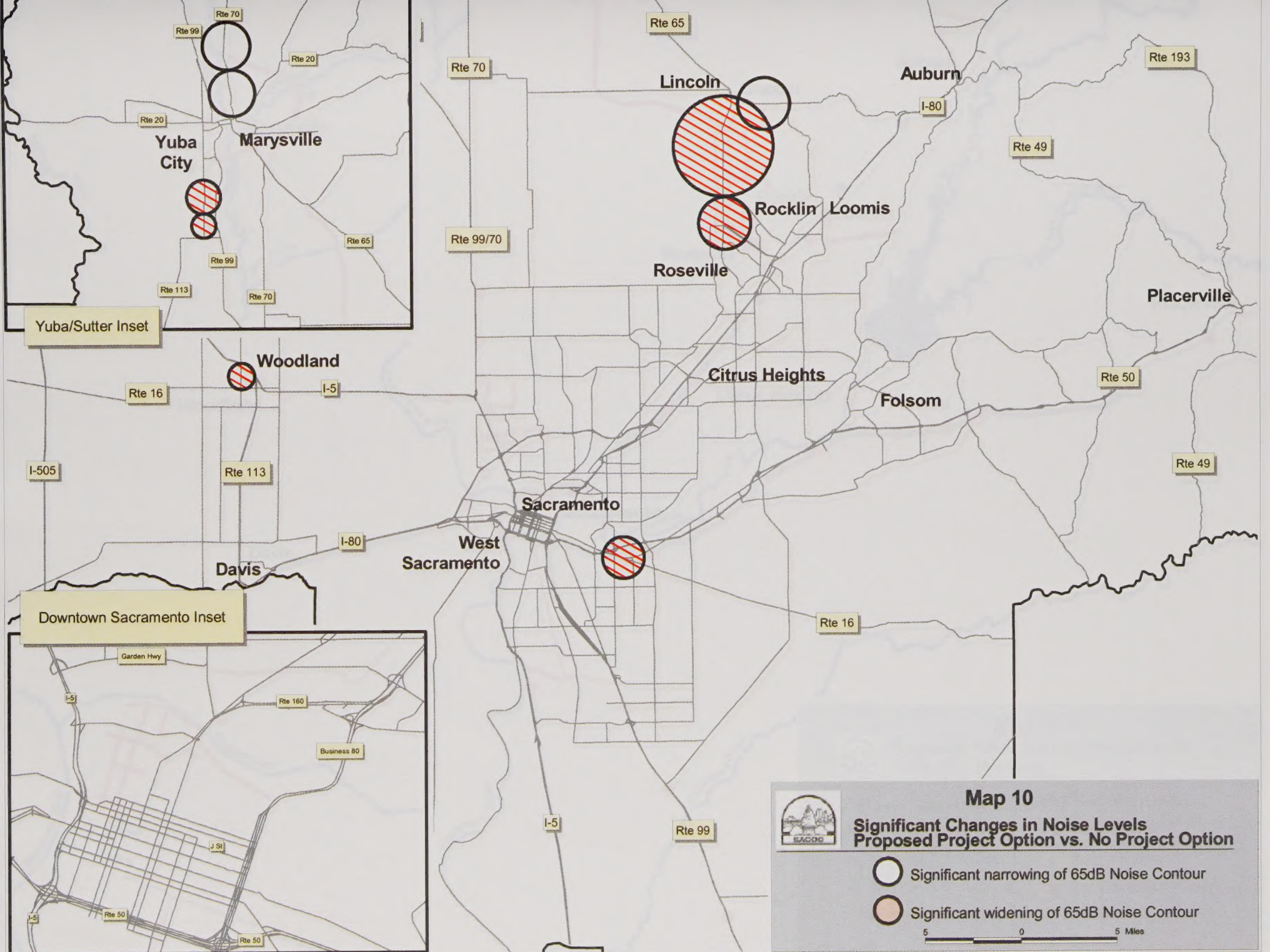
**YUBA/SUTTER OZONE
PLANNING AREA**

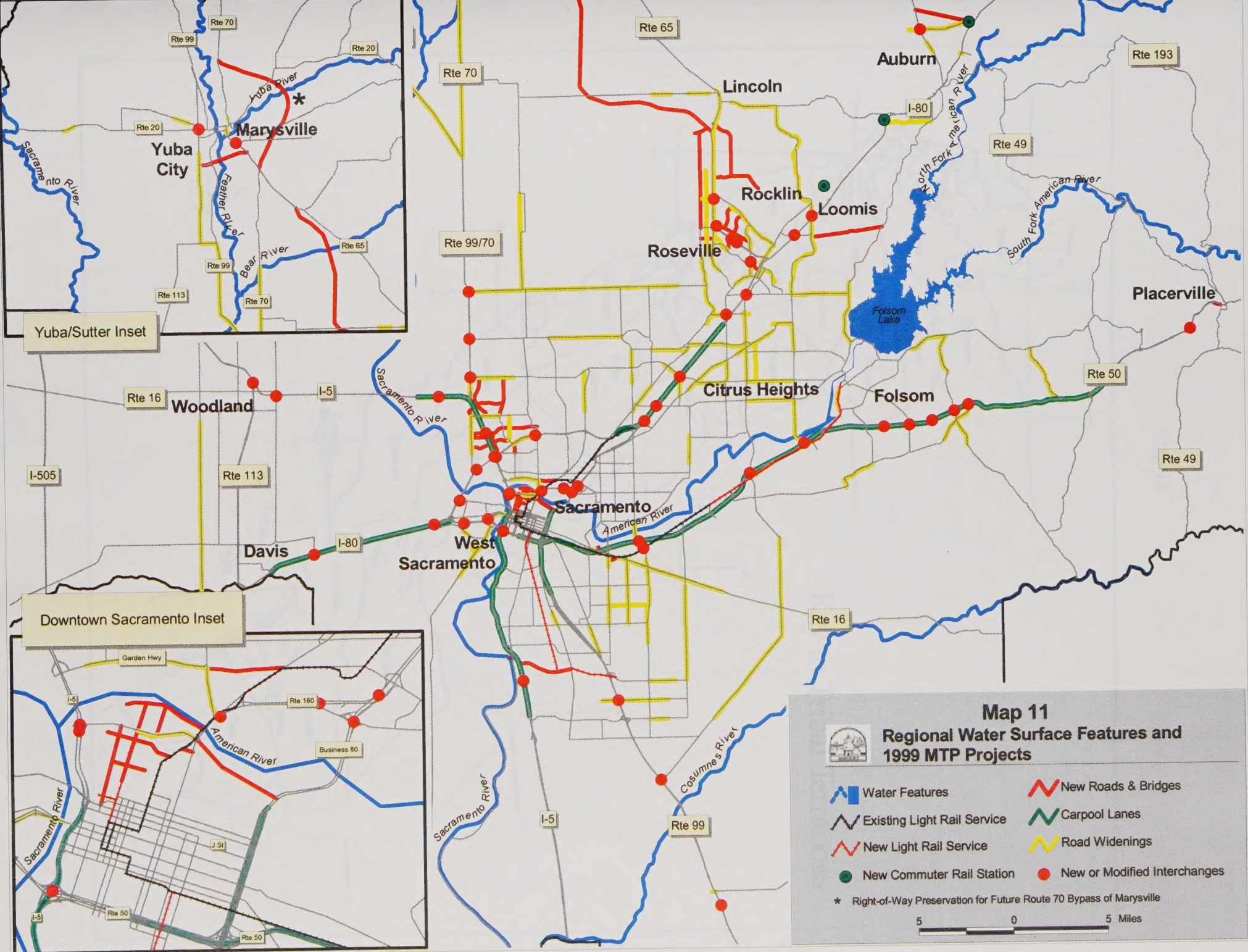


**SACRAMENTO OZONE
NONATTAINMENT AREA**

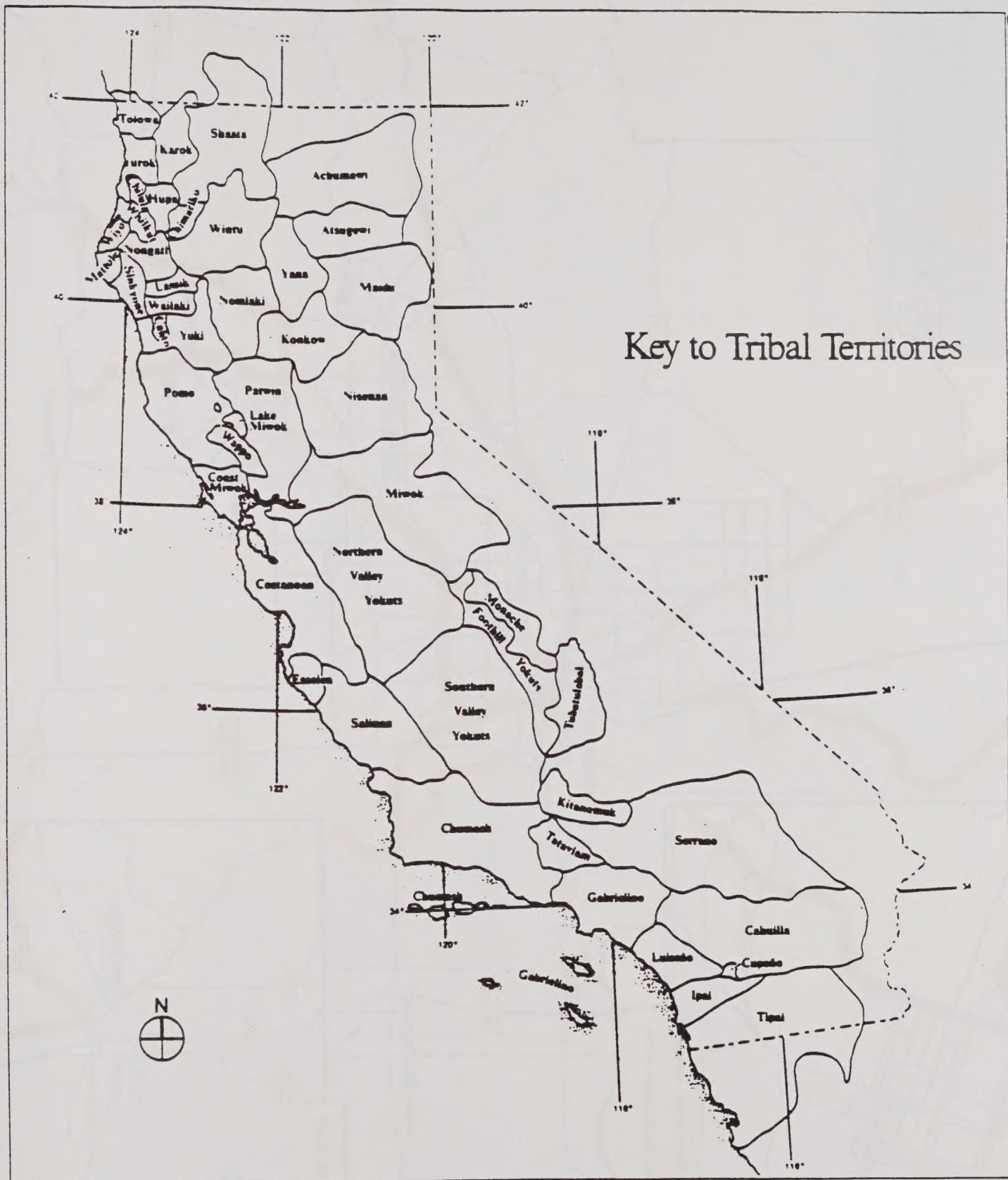
SACOG

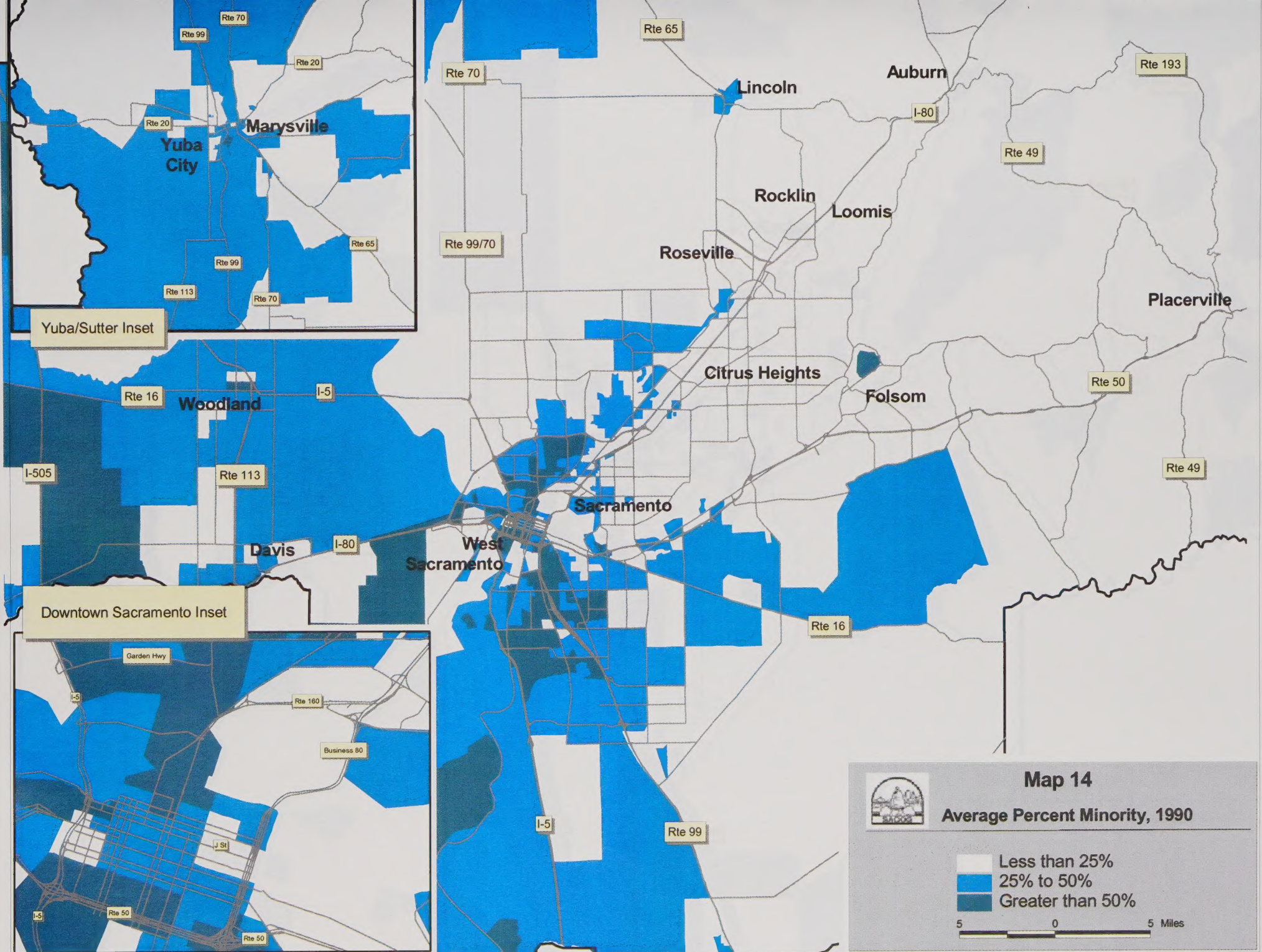
**SACRAMENTO AREA COUNCIL OF GOVERNMENTS
NOVEMBER 1998**

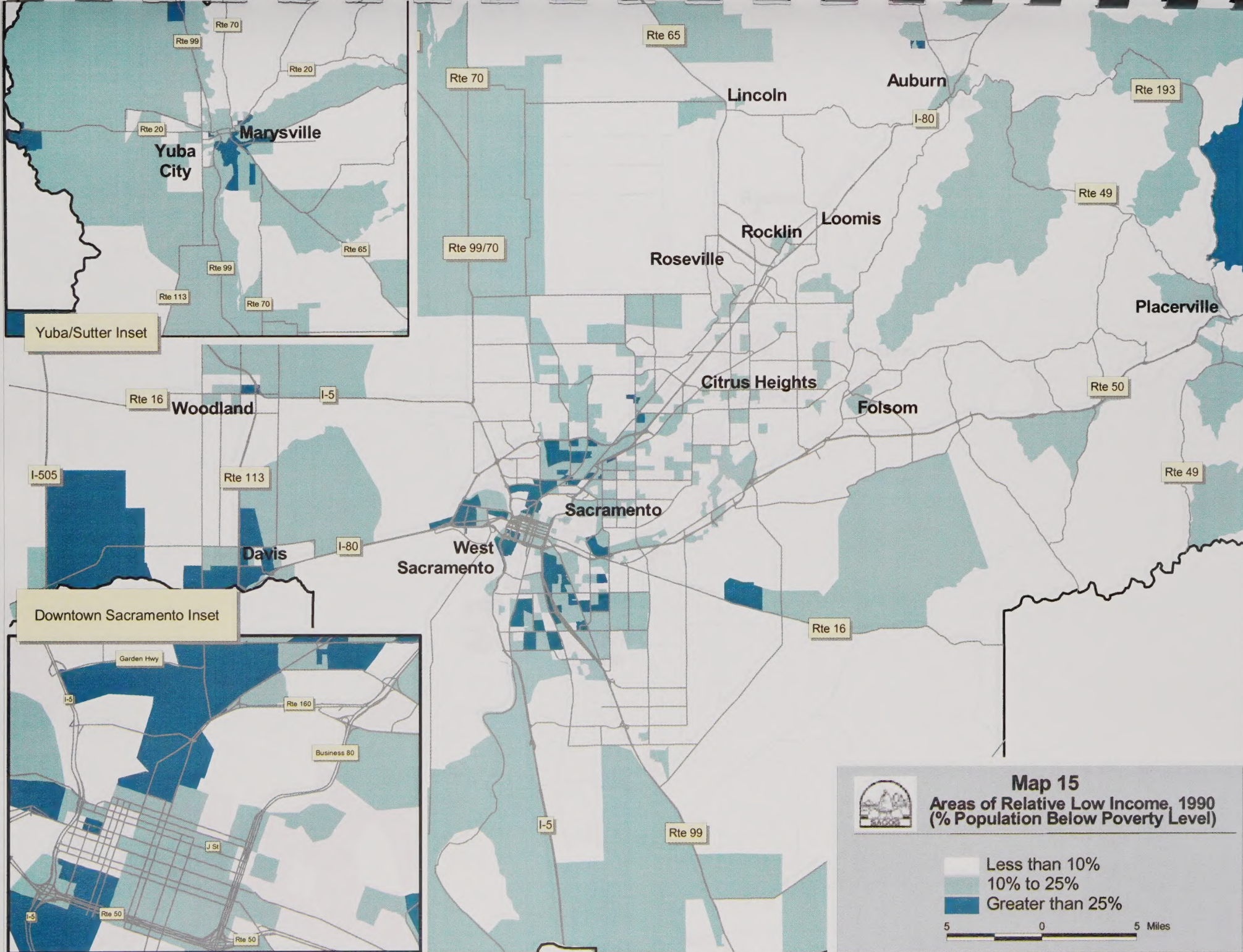


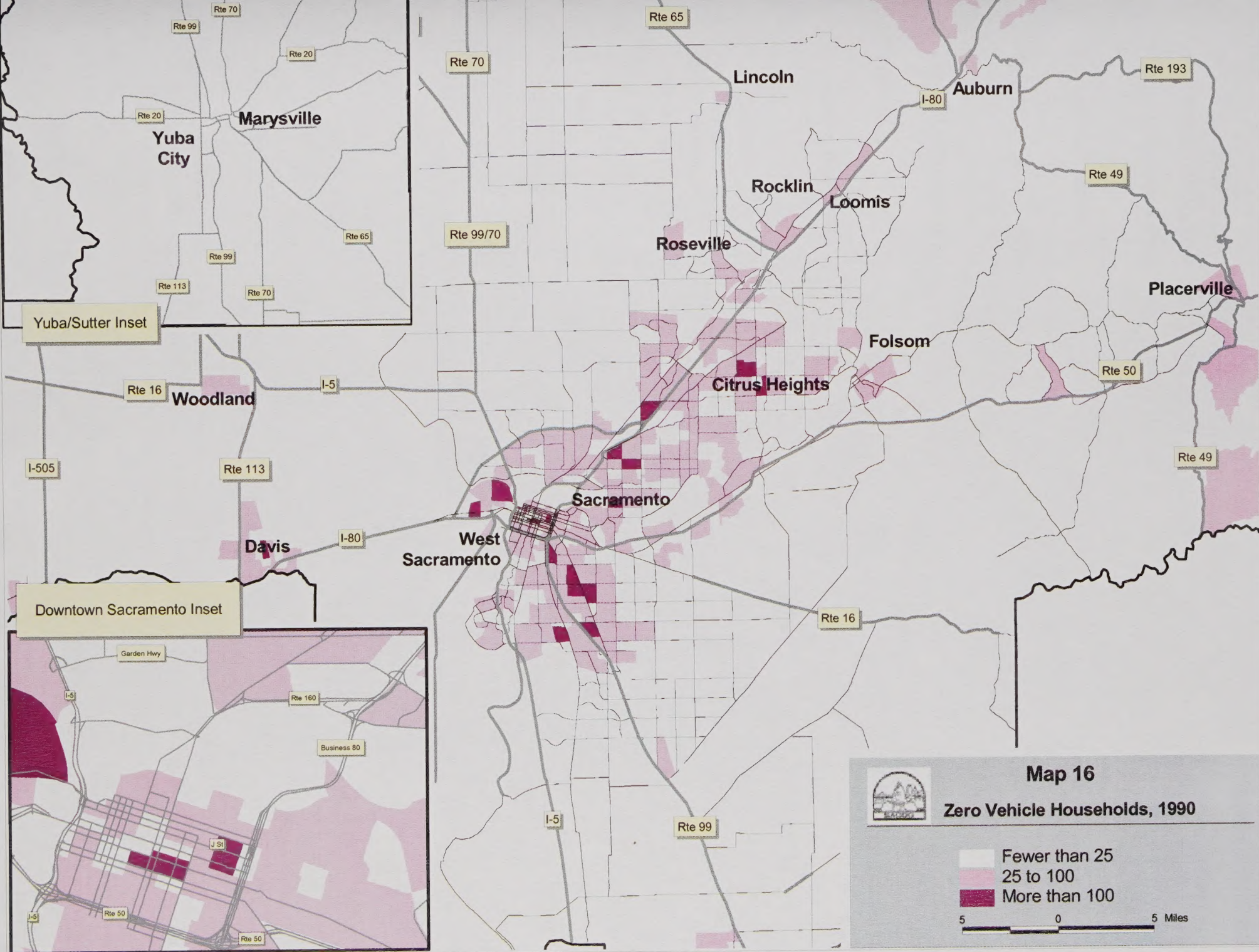


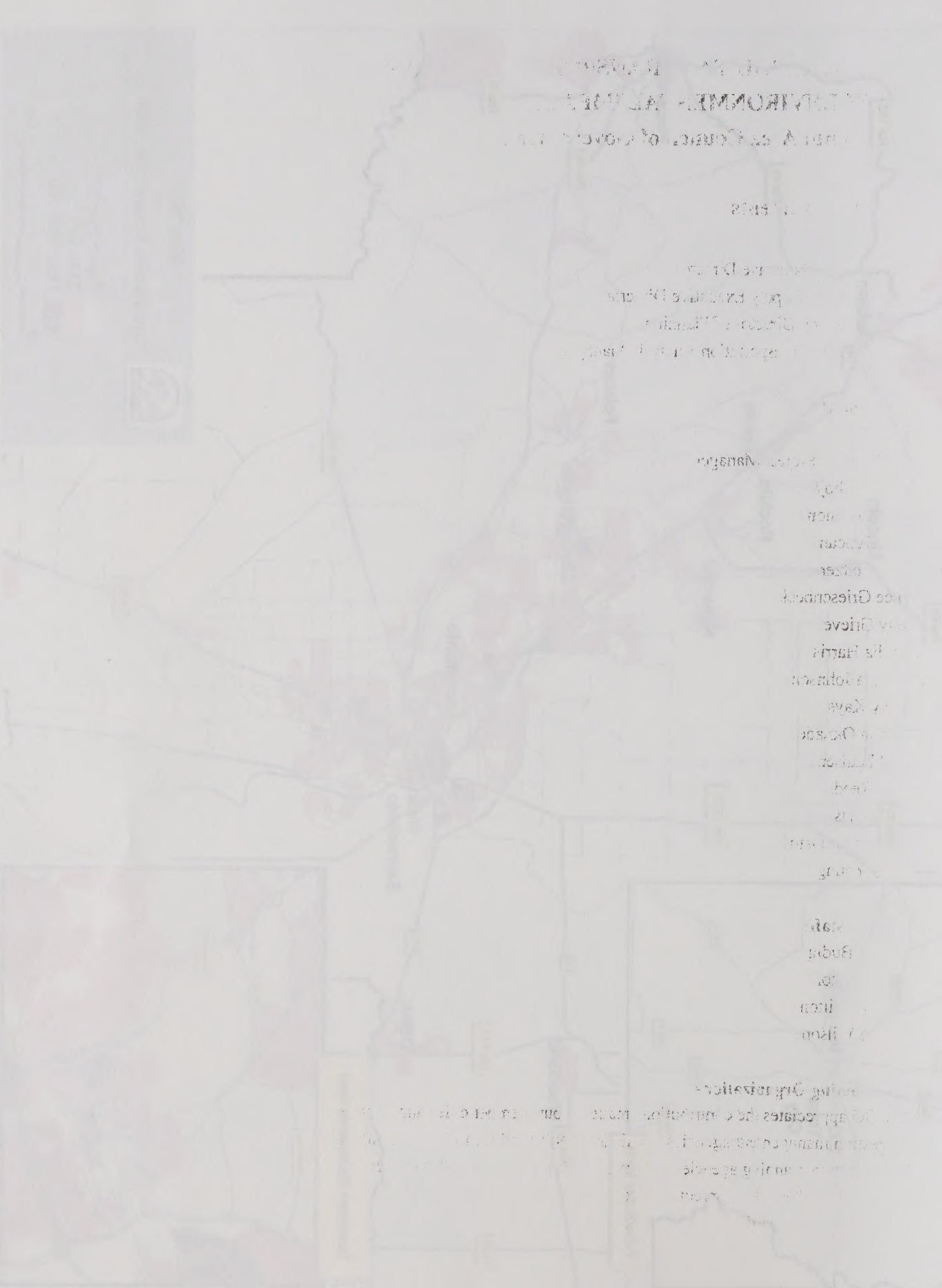
Map 12











THE ATLANTIC OCEAN
GULF OF MEXICO
FLORIDA
GEORGIA

1880

THE ATLANTIC OCEAN
GULF OF MEXICO
FLORIDA
GEORGIA

THE ATLANTIC OCEAN
GULF OF MEXICO
FLORIDA
GEORGIA

THE ATLANTIC OCEAN
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1999 METROPOLITAN TRANSPORTATION PLAN

DRAFT ENVIRONMENTAL IMPACT REPORT

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Participating Organizations

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